

# *Del Norte County and Crescent City*

## **2003 Bicycle Facilities Plan Update**

*Final Draft  
April 2003*



*Prepared for the Local Transportation Commission by:*

*Morrison & Company and*

**PLANWEST**   
P A R T N E R S

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# **1. INTRODUCTION**

The Del Norte Local Transportation Commission (LTCO) encourages the use of bicycles as a means of transportation. Through planning, setting policy, and implementing programs, the LTCO supports new and improved bike routes and support facilities to create a safe, convenient, and enjoyable cycling network in Del Norte.

To help further these aims, LTCO periodically updates the *Del Norte County and Crescent City Bicycle Facilities Plan* (Bike Plan). First adopted in 1987, the Bike Plan was updated in 1992, 1995, 1998, and 1999. The Bike Plan contains an assessment of the existing system of bikeway routes in Crescent City and Del Norte County. It sets forth goals, policies and objectives, and an implementation schedule of proposed improvements to the bikeway system. The needs of both commuting and recreational bicyclists are addressed. Routes in the Bike Plan were selected to accommodate existing and future needs, especially in areas where development activity or growth is anticipated. (See Figure 1. Crescent City Planning Area, and Figure 2. Del Norte County Area).

## **1A. PURPOSE**

The purpose of the Bike Plan is to provide guidance for future development of bicycle facilities, and to promote bicycling as a means of transportation as well as promote recreational cycling.

This Bike Plan conforms to the requirements of the California Bicycle Transportation Act, as defined in the Streets and Highways Code and the California Vehicle Code. A Bike Plan that meets the requirements of the California Bicycle Transportation Act makes the area agencies eligible for federal, state, and local funds. (Funding sources and programs are discussed in Chapter 4, Implementation.)

## **Expected Benefits of the Bike Plan**

Upgrading existing facilities and planning new facilities as described in this plan are expected to have the following benefits:

Reduce Accidents: According to the Statewide Integrated Traffic Records System (SWITRS) statistics for Del Norte County, from 1997 through 2000 (the most recent reports available)<sup>1</sup>, injury collisions involving bicycles increased significantly in 1999 and maintained the same level in 2000 (see Section 2C for a more detailed discussion). With improved bicycle facilities, there could be less potential for collisions between bicyclists and motor vehicles, and therefore fewer accidents.

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<sup>1</sup> [www.chp.ca.gov/html/publications.html](http://www.chp.ca.gov/html/publications.html)

Provide Needed Facilities: As bicycling becomes an increasingly popular mode of transportation and recreation, the demand for safe and convenient bicycle facilities is growing.

Improve Quality of Life and Public Health: Bicycle transportation is a mode of travel that reduces traffic congestion, and does not contribute to noise, energy consumption, or air pollution. Moreover, bicycling is a healthful activity. The development of a safe, convenient, and attractive bikeway system encourages more people to bike rather than drive, resulting in less air pollution, a better environment, and a healthier population.

Maximize Funding Sources for Implementation: The existence of a current, updated Bike Plan equips the region to successfully compete for State and federal funding.

## **1B. PLAN ORGANIZATION**

The Bike Plan is organized in the following manner:

Chapter 1, “Introduction,” describes the purpose of the Plan, briefly describes the setting in Del Norte County and Crescent City, and gives a brief overview of the scope of the bikeway facilities and bicyclists’ needs being addressed in this Plan.

Chapter 2, “Bicycle Facilities Assessment and Planning,” first describes the coordination of bicycle facilities planning efforts and plan policies by local, state, and federal agencies and organizations. The chapter then details existing conditions related to bicycle facilities, including land use and settlement patterns; existing and planned bicycle facilities (bikeways, parking, rest, and support facilities); and the level of coordination with other transportation modes. After establishing these existing conditions, the chapter includes a needs assessment of bicycle facilities, and proposes specific improvements. The chapter concludes with an assessment of the effectiveness of the bicycle route network in terms of connectivity, safety, coordination with other transportation modes, and availability of bicycle support facilities.

Chapter 3, “Goals, Policies, and Objectives,” details LTCO’s goals, policies, and objectives for its bicycle facility planning efforts. LTCO has developed policies and objectives to guide bicycle facility planning; promote bicycle safety and education; guide program implementation, funding and site acquisition; encourage inter-agency coordination; and promote citizen/community involvement. For each policy, a set of objectives (specific actions that can be undertaken in support of these policies) has been developed.

Chapter 4, “Implementation,” describes a project implementation program for accomplishing Bike Plan goals, policies, and objectives. The chapter lists and describes proposed bicycle projects, including estimated cost, funding source, responsible agency, and year of implementation. An analysis of LTCO’s past expenditures and an estimate of future financial needs are included. Chapter 4 also describes proposed bicycle safety and education programs, as well as opportunities for involving citizens and the community in the implementation of the Bike Plan. Coordination between implementing agencies is discussed in terms of planning,



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maintenance, and law enforcement. This Bike Plan's consistency with the LTCO 2002 Regional Transportation Plan Update is also discussed. Finally, the chapter evaluates the beneficial effects of proposed facilities for both recreational and commuter bicyclists.

## Checklist of Items Required in a Bicycle Plan

State law requires that a bicycle plan must contain certain specific items of information to be eligible for use in applying for state funds (California Bicycle Transportation Act, Section 891.2 of the Streets and Highway Code). The following table describes the required items and their location in this Bike Plan.

**Table 1.1 Bicycle Plan Checklist**

<b>Required Item</b>	<b>Location in Updated Bicycle Plan</b>
a) Estimated number of bicycle commuters in the area	Chapter 4, Section 4E
b) Estimated increase in the number of bicycle commuters resulting from plan implementation	Chapter 4, Section 4E
c) Map and description of existing and proposed land use and settlement patterns that includes residential neighborhoods, schools, shopping centers, public buildings, and major employment centers	Chapter 2, Section 2B; Figure 1
d) Map and description of existing and proposed bikeways	Chapter 2, Section 2B; Figures 1 – 5
e) A map and description of existing and proposed end-of-trip bicycle parking facilities. These shall include, but not be limited to, parking at schools, shopping centers, public buildings, and major employment centers.	Chapter 2, Section 2B; Figure 1
f) Map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes	Chapter 2, Section 2B; Figure 1
g) Map and description of existing and proposed facilities for changing and storing clothes and equipment	Chapter 3, Policy 3f
h) Description of bicycle safety and education programs conducted in the area, enforcement of vehicle code provisions pertaining to bicycle operation, and the resulting effect on accidents involving bicyclists	Chapter 2, Section 2B; Policy 3e and 5b; Chapter 4, Section 4E
i) Description of citizen and community involvement in plan development, including letters of support	Chapter 4, Section 4D; Appendix B and C
j) Description of how plan has been coordinated and is consistent with other transportation, air quality and energy plans	Chapter 4, Section 4D
k) Description of projects proposed in the plan and a listing of their priorities for implementation	Chapter 4, Section 4A
l) Description of past expenditures for bicycle facilities	Chapter 4, Section 4B
m) Future financial needs for projects that improve safety and convenience for bicycle commuters	Chapter 4, Section 4B

## **1C. SETTING – DEL NORTE COUNTY AND CRESCENT CITY**

Del Norte is a largely rural county on California's north coast, immediately south of the California-Oregon border. The county covers approximately 1,070 square miles. Del Norte County consists largely of mountainous terrain. The canyons of the Smith River and the Klamath River systems extend from the eastern mountains to the Pacific Ocean. Two large lakes, Lake Earl and Lake Talawa, occupy large sections of the northwestern portion of the county. A narrow coastal plain borders the Pacific Ocean.

Del Norte County temperatures are generally moderate in coastal areas, with higher summer temperatures inland. October through April is the rainy season, during which approximately 90% of the area's annual precipitation falls.

The Yurok and the Tolowa people were once the primary residents of what is now Del Norte County. The Yurok people, who have lived near the Klamath River for centuries, are today the largest federally recognized Indian tribe in California. The Yurok Reservation covers a small portion of the peoples' aboriginal territories in Del Norte and Humboldt counties. It includes one mile on each side of the Klamath River from its confluence with the Trinity River to the Pacific Ocean. The Tolowa people today manage the Smith River Rancheria near the mouth of the Smith River, and the Elk Valley Rancheria east of the Crescent City city limits.

Crescent City is the only incorporated city in Del Norte County, and the northernmost incorporated city on the California coast. The City covers approximately 1.4 square miles or 900 acres. It is bounded by the ocean, broad beaches, coastal bluffs, Crescent City Harbor, scattered forests, and rural residences. Major unincorporated communities in the county are Fort Dick, Gasquet, Hiouchi, Klamath, and Smith River; smaller rural population centers include Big Flat, Requa, and Klamath Glen.

According to the 2000 U.S. Census, the population of Del Norte County was 23,674. An estimated 4,006 persons resided within the incorporated limits of Crescent City, and an additional 4,028 resided in the Crescent City North Census District (the area between Pacific Avenue and Washington Boulevard).

Principal industries in Del Norte County include services, tourism, commercial fishing and sport fishing, dairy farming, bulb farming, and forest products. Recent declines in the forest products and fishing industries have been offset to some degree by jobs generated through the operation of Pelican Bay State Prison. An important and growing industry for the County and City is tourism. Tourists, including touring bicyclists, are attracted to the rugged coastline, redwood forests, and scenic Smith River. The area's National and State Parks draw numerous visitors, as do the National Forest campgrounds along the rugged Smith River Canyon and the Lake Earl Wildlife Area. In Crescent City, tourist attractions also include Battery Point Lighthouse, the Crescent City Marine Mammal Center, the Historical Society Museum, and historic landmarks relating to early settlement. Future plans for increasing recreation and tourism opportunities include developing a multi-use trail network, including the right-of-way of the old Del Norte Southern

Railroad (which was part of the Hobbs, Wall and Company's lumber operations in the 19th and 20th centuries).

## **1D. BICYCLE FACILITIES OVERVIEW**

Bicycle facilities are physical improvements that enhance the access, safety, and convenience of bicycle travel, and therefore increase the attractiveness of bicycle riding. Facilities include infrastructure improvements such as paved roadways, trails, bike lanes, and uniform signing and road striping. Traffic calming techniques are other physical improvements designed to increase the ease and safety of bicycle travel. Through street and intersection design, traffic calming moderates or reduces vehicle speeds and/or volumes on streets where traffic has a negative impact on bicycle or pedestrian movement. Some techniques include traffic circles, intersection islands, 'bulb-out' curbs, speed bumps or tables, pavement treatments, lower speed signal timing, narrowing travel lanes, and visual cues such as landscaping.

Bicycle facilities also include amenities such as bike parking, air pumps, changing and shower facilities, and bike racks on public transportation vehicles. The range of available facilities will influence both the area's level of bicycle ridership and the range of user types (e.g. recreational or commuter cyclists).

### **Bicyclist Characteristics and User Types**

The Bike Plan addresses the needs of all cyclists and, to the extent that resources permit, offers a program to encourage and attract bicycle riders. Bicyclists can be generally categorized in three groups: touring cyclists, commuter cyclists, and recreational cyclists.

*Touring Cyclists* – These bicyclists typically travel long distances on major routes, with occasional side trips on local streets and roads. Because of the long distances traveled, such riders are concerned with roadway conditions on highways and routes, and the occurrence of designated off-highway alternate routes. Shoulder width, truck traffic, sight distance, and rest facilities are also important to these cyclists.

*Commuter Cyclists* – Bicycle commuters comprise another group of bicycle riders. Whether riding to school or work, these cyclists are found mostly in and around Crescent City. Compared to recreational riders, commuters usually ride even during less favorable weather and periods of peak traffic. The most convenient street routes are those that go most directly to the destination, have the fewest stop signs (or stop lights), and have pavement in good condition. Commuter cyclists are typically concerned with pavement condition, cross traffic, traffic volumes and speed, debris, roadway width, available bicycle parking, as well as the "directness" of a route.

*Recreational (or "Convenience") Cyclists* – These are the occasional cyclists who ride for fun or exercise. Recreational cyclists' ridership levels tend to increase during clear, warm weather and when cycling facilities are close to attractions such as parks, beaches, shops, and civic centers.

Cyclists who only ride recreationally are attracted to designated bike trails and sometimes do not feel comfortable riding on city streets.

All groups of riders are concerned with safety and convenience. The safest bikeways are those that have the least vehicular traffic and pedestrian conflicts, the widest travel lanes, good visibility, and paths or pavement in good condition (e.g. no potholes, free of debris, visible striping, etc.).

## **2. BICYCLE FACILITIES ASSESSMENT AND PLANNING**

### **2A. BICYCLE FACILITIES PLANNING BY LTCO & OTHER AGENCIES**

Bicycle planning in the Del Norte area is a cooperative effort undertaken by a number of agencies, including LTCO, the County of Del Norte, the City of Crescent City, the Harbor District, and Caltrans. In addition, the State and National Parks, the Bureau of Land Management, the Bureau of Indian Affairs, Native American Indian Tribes/Rancherias, and the US Forest Service plan and operate roadways and trail systems within Del Norte County. LTCO encourages all planning agencies to work towards connecting all bicycle trail systems within the area.

#### **Consistency with Current City, County, and Regional Plans**

The *Del Norte County and Crescent City Bicycle Facilities Plan* is consistent with the City and County General Plans and the 2002 Regional Transportation Plan.

##### *Del Norte County General Plan Revision – Public Hearing Draft Document (May 1, 2000)*

The Bike Plan supports and is consistent with the County's Draft General Plan policies. The Draft General Plan contains a list of existing and proposed bicycle routes that matches this Bike Plan's list of proposed bicycle routes under the County's jurisdiction except where updates have occurred. Information on potential development patterns in the County's jurisdiction as well as existing land use and employment patterns was derived from the County's General Plan Draft.

##### *City of Crescent City General Plan – Policy Document (May 21, 2001)*

The Bike Plan supports and agrees with the City's General Plan policies (policies 3.C.1 through 3.C.11). Updating the Bicycle Facilities Plan every two years is part of the City's Bicycle Transportation Implementation Programs (Item 3.3, Crescent City General Plan, page 3-13). The City's policies include a commitment to maintaining the Harbor-City bicycle route. The City's policy is also to working cooperatively with the LTCO and the County to determine the adequacy of existing bicycle facilities and to plan new ones. For this Bike Plan, the City's General Plan was used for information on potential development patterns, land use, and activity centers in the City's jurisdiction.

##### *Del Norte Local Transportation Commission 2002 Regional Transportation Plan Update*

This Bike Plan is consistent with the 2002 Regional Transportation Plan Update (RTP), which was adopted by the LTCO on February 14, 2002. The RTP discusses all modes of transportation, including bicycle, aviation, and public transit. The RTP describes existing transportation systems, assesses future transportation needs, develops goals and policies, and provides an Action Element and Financial Element to implement solutions to regional transportation needs.

Abstracts from previous bicycle studies and related transportation studies can be found in Appendix A.

## **Accomplishments Since Last Plan Update**

Since the adoption of the 1997/98 Bicycle Facilities Plan, the following improvements to the Del Norte and Crescent City bikeway systems have been made.

- The City constructed a Class 1 Bike Path between Elk Creek and the Lighthouse parking lot.
- The County constructed a Class 2 Bike Lane along Inyo Street.
- The County placed bicycle route signs along these Class 3 Bike Routes: Fresno Street, Hamilton Avenue, Howland Hill Road, Humboldt Road, Pacific Avenue, and Sand Mine Road.
- The County installed bicycle racks in the Harbor Area and at the Marhoffer Creek Vista parking area.
- The City installed bicycle racks on Jedediah Square, Beachfront Park, Peterson Park, and at the Cultural Center.
- The County installed bicycle-carrying racks on all fixed-route vehicles of Redwood Coast Transit.
- LTCO secured funding for the County's Hobbs Wall Trail East.
- LTCO secured funding for the City's Pebble Beach Trail segment.

## **2B. EXISTING CONDITIONS & PREVIOUSLY PLANNED IMPROVEMENTS**

This section describes the area's existing conditions relating to bicycle facilities. Also described are bicycle facility improvements that were planned previously but have not been completed yet. These pending, previously-planned improvements are carried forward from the past Bike Plan and RTP.

### **Land Use / Settlement Patterns**

Del Norte County remains a rural county and, overall, development densities are low. The county's land use and settlement patterns are concentrated in Crescent City, the county's sole incorporated city. Crescent City covers an area of approximately one square mile, although the larger Crescent City Planning Area extends several miles to the north, east, and southeast (see



Figure 1). Approximately one-third of the county's population lives in the Crescent City Planning Area. The remaining population resides in and between a number of small outlying unincorporated communities: Smith River, approximately 13 miles north; Fort Dick, approximately 8 miles northwest; Klamath, approximately 20 miles south; Hiouchi, approximately 8 miles east; and Gasquet, approximately 18 miles east of Crescent City.

Del Norte County is served by a network of state highways, county roads, and city streets. The Redwood National and State Parks, the U.S. Forest Service, and the Yurok Reservation also have networks of paved and unpaved roadways in their jurisdictions.

## Bicycle Facilities

Land use is an important factor in selecting bicycle routes. The network of bicycle routes in Del Norte and Crescent City links employment centers, business centers, residential areas, and recreational areas.

## Definitions of Bicycle Paths, Lanes, and Routes

The State of California Bikeways Act recognizes three standard classes of bikeways. The State's bikeways classifications are described in the Table 2.1. It should be noted that although each bicycle classification has a specific associated name (e.g. bike path, bike lane, bike route), the standardized names are not always used. For example, a Class 1 bikeway, which is technically a "bike path" or "bike trail," might be called a "bike route."

**Table 2.1 Categories of Bikeways as Defined in the California Bikeways Act<sup>1</sup>**

Classification	Standardized Name	Description
<b>Class 1</b>	Bike path or bike trail	Provides a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with crossflows by motorists minimized.
<b>Class 2</b>	Bike lane	Provides a restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows permitted.
<b>Class 3</b>	Bike route	Provides a right-of-way that is designated by signs or permanent markings and is shared with pedestrians or motorists.

<sup>1</sup> Division III, Chapter 8 of the California Streets and Highways Code, Section 2373.

Class 1 "bike paths" and "bike trails" provide physical separation from motor vehicle traffic. They can be expensive to construct and maintain, and available space is commonly a limiting factor. Right-of-way must be obtained and the facility must be built with sufficient width and

pavement design strength to support maintenance vehicles. Providing Class I facilities through areas with visual obstructions may pose safety or security concerns.

Class 2 “bike lanes” are generally provided adjacent to existing roadways. Right-of-way costs are usually minimal, but drainage improvements, grading, and utility relocation can be significant. Experience in construction of Class 2 bike lanes in Del Norte County suggests construction of this type of facility adjacent to existing roadways ranges between \$250,000 and \$400,000 per mile.

Class 3 “bike routes” share the right-of-way with vehicular traffic; therefore, improvements such as signage and road markings can be low-cost, although shoulder-widening may be advisable in some areas.

Figure 3 on the following page illustrates cross-sections of each bikeway classification. Cross-sections are based on minimum width standards set by the State.

## Existing Bikeways

At present, a network of bicycle routes exists that extends from the Oregon border to the Del Norte/Humboldt County line, and from the Pacific Ocean to Gasquet. Most of these routes are Class 3 bikeways, but ongoing efforts are being made to upgrade to Class 1 and Class 2 bikeways where appropriate. Some bikeway routes are planned but only partially completed. For example, some route segments may be completed, while other planned segments of the route are yet to be constructed. In some cases, current bikeway segments may be built to a lesser standard than is ultimately planned.

### Pacific Coast Bike Route (PCBR)

The full Pacific Coast Bicycle Route (PCBR) traverses from Vancouver, British Columbia to Imperial Beach, California, near the California/Mexico border. The route follows the Pacific Ocean coastline and covers approximately 1,830 miles.<sup>2</sup> Breathtaking cliffs, ocean vistas, redwood forests, lighthouses, beaches, and a rugged coastline, all wrapped in relatively moderate weather year-round make this a popular bicycle touring route. The route offers varied terrain, including steep ascents, moderate climbs, and gentle grades. The route travels along highways, city streets, rural side roads, and designated bike paths. The route also offers rest stops accommodating cyclists. Touring bicycle traffic on the route is predominantly southbound, which takes advantage of the tailwinds from the prevailing wind patterns.

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<sup>2</sup> Adventure Cycling Association, <http://www.adv-cycling.org/routes/pacific.cfm>



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In California the PCBR is a State-designated bike route and consists of Class 2 and 3 bikeways. The California segment of the PCBR begins at the California-Oregon border in Del Norte County. The PCBR in Del Norte County follows Highway 101 except at two locations where it diverges onto County roads. In the vicinity of the town of Smith River, the PCBR follows Fred Haight Drive, First Street, and Sarina Road. In the area north of Crescent City, the PCBR follows Lake Earl Drive and continues south on Northcrest Drive through Crescent City to Highway 101, and follows Highway 101 to Humboldt County.

When Caltrans improves sections of Highway 101, the agency also widens the shoulders wherever possible, to produce more room for bicyclists. Caltrans is currently evaluating priorities for shoulder improvements along Highway 101 (this is discussed further in this chapter under “Planned Bikeway Facilities Improvements”).

#### Coastal Trail (Harbor Trail, Lighthouse Trail, & Pebble Beach Trail Segments)

The Coastal Trail is a joint City, Harbor District, and County project. It includes three segments; Harbor Trail, Lighthouse Trail, and Pebble Beach Trail (see Figure 4). The Coastal Trail provides a combination of class 1, 2, and 3 bikeways from south of the city limits, along the harbor, past the Battery Point Lighthouse parking lot, and north along Pebble Beach Drive to Point St. George. Some segments of the proposed trail follow existing streets; some segments have not yet been constructed. Improvements are planned for segments that follow the existing streets. Table 2.2 lists the existing bikeway segments.

**Table 2.2 Existing Bikeway Segments of the Coastal Trail (Pebble Beach Trail, Harbor Trail, and Lighthouse Trail)**

<b>Bikeway</b>	<b>Existing Segment</b>
<b><i>Pebble Beach Trail</i></b>	<ul style="list-style-type: none"> <li>• B Street from Lighthouse Trail to 2nd Street;</li> <li>• 2nd from B Street to A Street;</li> <li>• A Street from 2nd Street to 5th Street;</li> <li>• 5th Street from A Street to Pebble Beach;</li> <li>• Pebble Beach from 5th to City Limits.</li> </ul>
<b><i>Harbor Trail</i></b> (parallel to west side of Hwy 101 South)	<ul style="list-style-type: none"> <li>• Front Street (from the Cultural Center) to Sunset Circle and Vance;</li> <li>• Through the Harbor;</li> <li>• Starfish Way to Anchor Way;</li> <li>• Anchor Way to Highway 101.</li> </ul>
<b><i>Lighthouse Trail</i></b> (formerly Howe Dr. Bike Path)	<ul style="list-style-type: none"> <li>• Front Street (from the Cultural Center) to Battery Point Lighthouse.</li> </ul>

Points of interest along this trail include the marina, the Cultural Center/Visitor’s Center, the municipal pool, Beachfront Park, Marine Mammal Center, Battery Point Lighthouse, Brother Jonathan Cemetery Park, Point St. George, and many scenic vistas north of Crescent City along the Pacific Coast. This trail system will be used by commuter, recreational and touring bicyclists.

## Other Bikeways in the Crescent City Planning Area

In addition to the bikeway trail segments described above, there is a network of existing Class 2 and Class 3 bikeways in Crescent City Planning Area (see Figure 1). Table 2.3 describes these bikeway locations. These bikeways provide bicycle access to schools, businesses, and residential areas in Crescent City. They are predominantly used by bicycle commuters and recreational riders.

**Table 2.3 Other Existing Bikeways in the Crescent City Planning Area**

Classificaiton	Location
<i>Class 2</i>	<ul style="list-style-type: none"> <li>• Washington Blvd. from Parkway Drive to Pebble Beach Drive.</li> <li>• Inyo Street from Hamilton Avenue to Washington Blvd.</li> <li>• Hamilton Avenue from Inyo Street to Eldorado Street (north side).</li> </ul>
<i>Class 3</i>	<ul style="list-style-type: none"> <li>• Fresno Street from Hamilton Avenue to Pacific Avenue.</li> <li>• Pacific Avenue from H Street, and Meridian Street intersection to Pebble Beach Drive.</li> <li>• Northcrest Drive from Washington to Blackwell Road.</li> </ul>

## Other Existing Bikeways in Del Norte County

Existing Class 2 and Class 3 bikeways exist in several areas of rural Del Norte County. In the Smith River area, these bikeways include Fred Haight Drive. This bikeway provides a scenic ride, and access to the Smith River area. In the Fort Dick area, these bikeways include Lower Lake Road and Lake Earl Drive. These bikeways provide scenic rides and access to the Lake Earl area, as well as to the community of Fort Dick.

**Table 2.4 Existing Bikeways in Del Norte County**

Classification	Location of Bikeway Segment
<i>Class 2</i>	<ul style="list-style-type: none"> <li>• Parkway Drive from Hwy 101 North to Hwy 199.</li> <li>• Northcrest Drive from Washington Blvd. to Blackwell Lane.</li> <li>• Lake Earl Drive from Blackwell Lane to Hwy 101 North (at Dr. Fine Bridge).</li> </ul>
<i>Class 3</i>	<ul style="list-style-type: none"> <li>• Smith River: First Street, and Sarina Road.</li> <li>• Fred Haight Drive from north intersection/Hwy 101 to Wilson Lane.</li> </ul>



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## Bike Routes to Schools

Over 4,000 children in Del Norte County attend public elementary, middle, and high schools.<sup>3</sup> Several schools are not located on existing bicycle routes. While many children walk to and from school, others are driven by their parents, drive themselves, or take school buses or public transit. Parents who drive children to school every day are effectively commuters, adding to the traffic on city streets and consuming energy. Providing safe bicycle routes to schools could persuade families to have their children bike to school, rather than being driven. The benefits to families would include: increased opportunities for exercise, saved money on gasoline, less traffic on the roadways, and time savings for parents.

A variety of public and private schools, ranging from K-5 to the College of the Redwoods campus, are located in Crescent City and outlying communities. In addition to the college, there are twelve schools: two high schools, one middle school, five K-8 schools, and four elementary schools (K-5 or K-6). Four of the schools are served directly by existing bike routes: Bess Maxwell (K-5) in Crescent City, Redwood School (K-8) in Fort Dick, Smith River School (K-8) in Smith River, and the College of the Redwoods campus in Crescent City. Del Norte High School and Sunset High School are located on proposed bike routes. Currently no other elementary or middle schools in the county are directly on existing or proposed bike routes. Table 2.5 shows the schools' locations in relation to existing and proposed bikeways.

**Table 2.5 Proximity of Schools to Bikeways**

<b>School &amp; Address</b> (CC = Crescent City; DNC = Del Norte County)	<b>Grade Level</b>	<b>On Existing (or Proposed) Bikeway</b>	<b>Nearest Existing (or Proposed) Bikeway (in miles)</b>
Bess Maxwell – 1124 El Dorado, CC	K-5	El Dorado Street	----
Crescent Elk – 994 G Street, CC	6-8	9th Street	----
Del Norte High School – 1301 El Dorado, DNC	9-12	(Extension of El Dorado)	----
Joe Hamilton – 1050 E Street, CC	K-5		0.10 to 9th Street
McCarthy School 1115 Williams Street, CC	K-8		0.12 to Hwy 101
Margaret Keating – Klamath	K-8		0.12 to Hwy 101
Mary Peacock – 1720 Arlington, CC	K-6		0.32 to Washington Blvd.
Mountain School – 55 Azalea, Gasquet	K-8		0.40 to Hwy 199 (0.34 to Coast-to-Caves Route)
Pine Grove – 900 Pine Grove Rd., CC	K-6		0.10 to Northcrest/Lake Earl
Redwood School – 6900 Lake Earl Dr., Fort Dick	K-8	Lake Earl Drive	----
Smith River School – 564 1st Street, Smith River	K-8	First Street	----
Sunset High School 2500 Elk Valley Crossroad, DNC	9-12	(Elk Valley Crossroad)	----
College of the Redwoods 883 W. Washington, CC		Washington Blvd.	----

<sup>3</sup> Source: Personal communication, E. Weinreb telephone call to Del Norte Unified School District, July 17, 2002.

## **Existing Bike Routes to Other Public Facilities**

Many public facilities in Del Norte County and Crescent City are located on existing or proposed bicycle routes. Also, because of Crescent City's compact size, facilities that are not directly on a bike route are often located only a few blocks away from an existing bicycle route. Table 2.6 on the following page shows the proximity of public facilities to existing and proposed bikeways.

## **Planned Bikeway Facilities Improvements**

The planned bikeway improvements described here are compiled, in part, from the previous update versions of the Bike Plan (1998 and 1999), the 2002 Regional Transportation Plan, the City of Crescent City General Plan, and the Del Norte County Draft General Plan.

The LTCO Technical Advisory Committee (TAC) provides guidance in selecting, planning, and implementing bicycle facilities. The TAC considers the needs of all categories of bicyclists, along with the land use and settlement patterns of Del Norte County. Routes are selected not only to accommodate existing development, but also to meet future needs in the areas north of Crescent City where continued growth is anticipated. Route selection factors included rider safety (lightest traffic, widest shoulders, and fewest parked cars) and rider convenience (most destination points, fewest stop signs, most side streets with stop signs, and least debris on shoulders). Financial constraints require limiting the number of bicycle routes; therefore routes with the highest anticipated bicycle volumes are selected. Many route segments are selected due to their scenic nature and their low volumes of motor vehicle traffic.

New bicycle facilities and upgrades to existing facilities are planned in the Crescent City Planning Area (Figure 1) as well as Del Norte County (Figure 2). In the Crescent City Planning Area, the main planned bikeway improvements are for the Coastal Trail and the proposed Hobbs Wall Trail. In the County area, bikeway upgrades are planned for many county roadways. In addition, improvement areas have been identified for the Pacific Coast Bike Route along Route 101. A summary of planned bikeway improvements follows.

### Coastal Trail (Harbor Trail, Lighthouse Trail and Pebble Beach Trail Segments)

The proposed Coastal Trail combines the coastal Harbor Trail, Lighthouse Trail, and Pebble Beach Trail. The Coastal Trail will extend northward on the Pacific Coast from the end of the County's Pebble Beach Trail segment to Point St. George. The Pebble Beach Trail, which follows existing streets, will be improved to Class 2 and 3 standards.

The Harbor Trail will provide more complete bicycle access to the Harbor Area and southern Crescent City (see Figure 1). The trail parallels Highway 101 between the Cultural Center/Elk Creek and Anchor Way, crossing Citizens Dock Road. The County's portion that follows existing streets along Anchor Way and Starfish Way will be Class 3 with a Class 1 Bicycle Path north of Citizens Dock Road to the City limits. The City plans to build a highway crossing that will connect the Harbor Trail to Magruder Street trail east of Highway 101. The Harbor Trail

**Table 2.6 Proximity of Public Facilities to Bikeways**

<b>Facility</b>	<b>Located on Existing Bikeway</b>	<b>Located on Proposed Bikeway</b>	<b>Nearest Existing (or Proposed) Bikeway (in miles)</b>
<b><i>Parks and Beaches</i></b>			
Florence Keller Park	n/a	n/a	(0.15 to Elk Valley Crossroad)
Peterson Park	n/a	n/a	0.11 (2 blocks) to 9th St.
Beachfront Park	Lighthouse Trail	n/a	
Crescent Beach	PCBR	Harbor Trail	
Redwood National & State Parks Crescent Beach	n/a	Coast-to-Caves	0.53 to Humboldt Road/Hwy 101 intersection; (2.0 to Coastal Trail south)
Redwood National & State Parks –Howland Hill Road	n/a	Coast-to-Caves	(0.20 to Hobbs Trail East/Howland Hill Rd)
Smith River National Recreation Area	n/a	Coast-to-Caves	
Lake Earl Wildlife Refuge	n/a	n/a	0.83 to Lake Earl Dr.
<b><i>Public Buildings</i></b>			
Library	n/a	n/a	(0.10 mile (1 block) to Front Street)
Post Office	n/a	n/a	(0.05 mile (1 block) to Front Street)
County Social Services	n/a	n/a	0.10 to PCBR; (0.15 to Harding Ave)
City Offices	n/a	n/a	0.27 (5 blocks) to 9th St.; (0.11 (2 blocks) to J St.)
County Offices	Ninth Street	n/a	
Sutter Coast Hospital	Washington Blvd.	n/a	
Courthouse	n/a	n/a	0.22 (4 blocks) to 9th St.; (0.11 (2 blocks) to J St.)
Visitor's Center	Lighthouse Trail	n/a	
Redwood National & State Park – Headquarters	Harbor Trail (Front Street)	n/a	
<b><i>Other Destinations</i></b>			
Jedediah Smith Shopping Center	PCBR (M Street)	Hobbs Trail North (0.11 (1 block) to 2nd St.)	
Price Mall	n/a	n/a	0.11 (1 block) Front Street; (0.11 (1 block) to 2nd St.)
City Pool	Lighthouse Trail	n/a	
Battery Point Lighthouse	Lighthouse Trail	n/a	
Marina / Harbor	Harbor Trail	n/a	
Del Norte County Fairgrounds	PCBR (Hwy 101)	Approx. 0.33 to Hobbs Trail North	

will serve both commuter and recreational bicyclists. The City has a grant from the Coastal Conservancy for preliminary design. The City will construct a Class 1 and 3 route from the City limits, across Elk Creek to the Cultural Center. The City has constructed the Lighthouse Trail, a Class 1 Bicycle Path that extends from the Elk Creek crossing to the Battery Point Lighthouse parking lot. This path extends the Class 1 facility and enhances safety along Howe Drive.

The following table describes the planned improvements (also see Figure 1).

**Table 2.7 Planned Bikeway Improvements to the Harbor, Lighthouse, and Pebble Beach Segments of the Coastal Trail**

<b>Bikeway</b>	<b>Improvements / Upgrades</b>
<i>Pebble Beach Trail</i>	<ul style="list-style-type: none"> <li>• Class 1 &amp; 2: Pebble Beach Drive from the City Limit to Hemlock Street</li> <li>• Class 2 &amp; 3: B Street to Pebble Beach Drive via 5<sup>th</sup> Street</li> <li>• Class 3: Pebble Beach Drive from City Limits to 5<sup>th</sup> Street via Taylor</li> </ul>
<i>Harbor Trail</i>	<ul style="list-style-type: none"> <li>• Class 1: Harbor Crossing across Hwy 101 to Magruder Trail</li> <li>• Class 1 &amp; 2: Parallel to west side of Hwy 101 from City Limits to Anchor Way via Starfish Way and Harbor basin</li> <li>• Class 1 &amp; 3: City segment from Cultural Center to City Limits via Sunset Circle</li> <li>• Class 3: Anchor Way from Starfish Way to Highway 101</li> </ul>
<i>Lighthouse Trail</i>	<ul style="list-style-type: none"> <li>• Class 1: Cultural Center/Harbor Trail to Lighthouse Parking Lot</li> </ul>

### Hobbs Wall Trail

The County recently secured funding to convert a portion of an abandoned railroad right-of-way to a multi-use trail, to be called the Hobbs Wall Trail East (see Figure 5). However, because of funding constraints, construction is not scheduled until the 2006/07 fiscal year. The trail will eventually link the northern and southern portions of the Crescent City Planning Area, as well as link the City and Jedediah Smith Redwoods State Park at Stout Grove. The proposed bicycle path will be composed of asphalt with an aggregate base, and will serve bicycle commuters, recreational riders, and touring cyclists. The proposed adjacent equestrian path will be composed of crushed rock or reused crushed asphalt, and will serve hikers and horseback riders.

Plans for the trail include two branches (north and east) that will extend from an alignment on existing City streets. The north branch will follow an old railroad right-of-way. The east branch, for which funding has been secured, will cross the Elk Creek Wetland and connect with Howland Hill Road. The extension to Jedediah Smith Redwoods State Park at Stout Grove is on an existing Class 2 route that intersects with Howland Hill Road. Portions of this trail will also join with the proposed Coast to Caves Trail. Table 2.8 lists proposed bikeway improvements for segments of the Hobbs Wall Trail.



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**Table 2.8 Proposed Bikeway Improvements for Segments of the Hobbs Wall Trail**

<b>Proposed Classification</b>	<b>Segment</b>
<i>Class 1</i>	<ul style="list-style-type: none"> <li>• North segment along abandoned railroad right-of-way from Parkway Dr. to Second Street (construct).</li> <li>• East segment from abandoned railroad right-of-way to Howland Hill Road (construct).</li> </ul>
<i>Class 1 &amp; 2</i>	<ul style="list-style-type: none"> <li>• East segment from City limits through Elk Creek Wetland to abandoned railroad right-of-way (construct).</li> </ul>
<i>Class 2</i>	<ul style="list-style-type: none"> <li>• East segment from N Street to City limits in Elk Creek Wetlands.</li> <li>• East segment along Howland Hill Road (upgrade; eventually upgrade to Class 1).</li> </ul>
<i>Class 3</i>	<ul style="list-style-type: none"> <li>• Second Street from K Street to N Street.</li> <li>• K Street from Second Street to Front Street.</li> </ul>

### Coast to Caves Trail

The proposed Coast to Caves Trail is an intergovernmental project that incorporates a series of existing and potential bikeways extending from the Pacific Coast at Redwood National & State Parks, through Jedediah Smith Redwoods State Park, then northeast to the Oregon state border (see Figure 3). As proposed, the Coast to Caves Trail will go from Enderts Beach Road, to Humboldt Road, to Howland Hill Road and South Fork Road, and then along the Gasquet Toll Road to the Oregon border. The Howland Hill Road segment of the Coast to Caves Trail is already constructed; other proposed segments are awaiting funding and construction. Portions of the Coast to Caves Trail will connect with the planned Hobbs Wall Trail (see Figure 3).

## Other Planned Bikeway Improvements in Crescent City Planning Area

In addition to the improvements planned for the Coastal/Harbor/Lighthouse Trail and the proposed Hobbs Trail, the following bikeway improvements are also planned:

- Harding Avenue within the City limits – upgrade to Class 2 Bicycle Lane;
- El Dorado Street between Hamilton and Del Norte High School – upgrade to Class 3 Bicycle Route;
- Magruder Street between Elk Valley Road and Kent Street – upgrade to Class 1; and
- Harbor Cross Trail between the Harbor and Magruder Trails – Class 1 crossing.

## Planned Bikeway Improvements in Del Norte County

Several existing bikeways are proposed for upgraded to Class 1 or Class 2 in northern and eastern Del Norte County. Under the Plan, an improved network of bicycle routes would extend from the town of Smith River to downtown Crescent City and Enderts Beach, and east to

Gasquet. When completed, bicyclists of all categories will have a variety of scenic routes to ride upon. The locations of planned bikeway upgrades are described in Table 2.9, and illustrated in Figure 2.

**Table 2.9 Planned Bikeway Upgrades and Additions in Del Norte County**

Upgrade to Classification	Segment
<i>Class 1 &amp; 2</i>	<ul style="list-style-type: none"> <li>• Northcrest/Lake Earl Drive from Washington Blvd. to Blackwell Lane.</li> <li>• Railroad Ave. from Parkway to Elk Valley Crossroad.</li> <li>• Riverside Street from Washington Blvd. to Dead Lake.</li> <li>• Lake Earl Drive from Blackwell Lane to Hwy 101 (North).</li> </ul>
<i>Class 2</i>	<ul style="list-style-type: none"> <li>• Blackwell Lane from Lake Earl Drive to Railroad Avenue.</li> <li>• Moorehead Road from Lake Earl Drive to Lower Lake Road.</li> <li>• Lower Lake Road from Lake Earl Drive to Kellogg Road.</li> <li>• Gasquet Flat Road from Hwy 199 to Middle Fork.</li> <li>• Middle Fork Gasquet Road from Hwy 199 to Gasquet Flat.</li> <li>• Smith River: First Street and Sarina Road.</li> <li>• Harding Avenue (outside City limits).</li> </ul>
<i>Class 3</i>	<ul style="list-style-type: none"> <li>• From South Fork Road and Douglas Park Road intersection (along the South Fork) to Big Flat.</li> <li>• Kellogg Road from Lower Lake Road to Beach.</li> <li>• Fred Haight Drive.</li> <li>• Rowdy Creek Road from Hwy 101 to Smith River National Recreation Area.</li> <li>• Elk Valley Crossroad from Hwy 101 to Lake Earl Drive.</li> <li>• Old Mill Road from Dillman Road to Wildlife Area.</li> </ul>

#### Pacific Coast Bike Route (PCBR)

As described earlier under Existing Bikeways, the PCBR is a State-designated bike route that traverses much of Highway 101 (see Figure 3). Along Highway 101, the PCBR is in Caltrans jurisdiction. When Caltrans improves sections of Highway 101, the agency widens the shoulders wherever possible, to produce more room for bicyclists. Improvements for bicycle traffic also include pavement striping.

Caltrans is currently evaluating priorities for shoulder improvements along Highway 101. The agency recently released a *Draft Pacific Coast Bike Route Shoulder Study* (2002). The study reports that shoulder widths along the bike route are generally a minimum of four feet and are adequate for bicycle travel; however, narrow shoulders exist at some locations. Caltrans has proposed shoulder widening at some locations, primarily southbound shoulders, to improve bicycle travel and safety. Caltrans has identified approximately 10 miles of roadway with possible shoulder improvements needs on Highway 101 in Del Norte County (see Table 4.1 in Chapter 4 of this Plan for post mile locations of recommended improvements).



During a public meeting for the Pacific Coast Bike Route Study prepared for Humboldt County Association of Governments, the removal of the route designation from Oceanview Drive was mentioned. This drive is a very scenic rural residential and agricultural area with rolling hills. County staff recommended that the PCBR officially revert back to State Route 101. Residents along Oceanview Drive have repeatedly expressed concern about sight distances limited by the rolling terrain. Moving the route to SR 101 would diminish some of the scenic quality of this section, but more importantly, could reduce potential cyclist-motorist conflicts. (Information obtained from “Pacific Coast Bike Route Study Agency Review Draft”, February 14, 2003.)

## **Bicycle Parking, Rest, and Support Facilities**

Bicycle parking, rest, and support facilities include bike racks, restrooms, showers and lockers, as well as maps and guides. The following section discusses the existing conditions and proposed improvement for these types of facilities in the area.

### Bicycle Parking Facilities

Designated and secure bicycle parking is an important support facility used by all types of cyclists. Bicycle parking should be placed in highly visible, well-lit locations. Covered bicycle parking areas are particularly attractive in areas with wet weather patterns. Bike racks are the most common type of bike parking. Bike racks should be anchored to the ground and allow bikes to lock both frame and wheels. Bike lockers can also provide covered parking for bicycles. Bike lockers are covered storage units that fit the entire bike, providing additional security and protection from the elements

In the Crescent City Planning Area, there are currently bicycle racks at seven locations. The racks are located at coastal vista points, in City parks, at the harbor, and at the Price Mall. The County has installed bicycle racks in the Harbor Area and at Marhoffer Creek Vista. In addition, the County has recently secured funding for 10 racks that will be installed in the fall of 2002. Table 2.10 lists the locations of existing and proposed bicycle racks.

### Bicycle Rest and Support Facilities

Showers and lockers primarily benefit bicycle commuters who ride to work or to school and may need to change clothing and freshen up. Shower facilities also serve touring cyclists. There are currently no existing or proposed public shower or locker facilities specifically for bicyclists. However, there are public restrooms in most public buildings and parks, and public showers are available in park campgrounds, at the City Pool, and at the Harbor.

Maps and guides encourage all categories of bicyclists by enabling them to better plan their routes. The City plans to publish a trail map before 2006, with an update scheduled for 2015. Caltrans has published a Bicycle Touring Guide, available for free from any Caltrans office. Included in the Guide are many maps of specific bicycle routes throughout California and points

of interest along the routes. The Touring Guide also gives tips to promote bicycle safety and lists contacts for further bicycling information.

**Table 2.10 Existing & Proposed Bicycle Parking**

<b>Location</b>	<b>Jurisdiction</b>	<b>Parking</b>	<b>Status</b>
Jedediah Square (downtown)	City	7-bike rack	Existing
Beachfront Park (coast)	City	5-bike rack	Existing
Cultural Center (downtown/coast)	City	3-bike rack	Existing
Peterson Park (downtown)	City	10-bike rack	Existing
Marhoffer Creek Vista (coast)	County	5-bike rack	Existing
Harbor Area (Starfish Way & Anchor Way)	County	15-bike rack	Existing
Brother Jonathan Cemetery Park (coast)	City	5-bike rack	Proposed
Brother Jonathan Vista Area (coast)	City	5-bike rack	Proposed
Battery Point (coast)	City	5-bike rack	Proposed

## Coordination with Other Transportation Modes

When planning a trip, some bicyclists may wish to combine bicycle travel with other transportation modes. For example, a bicyclist may ride to a bus stop, ferry, or railroad station, and then take public transportation for the remainder of the trip. Providing bicycle facilities such as secure bicycle parking and/or permitting bikes on public transit can encourage this type of intermodal use. (Existing bicycle parking locations are shown on Figure 1.)

The City and County are served by the public transit system Redwood Coast Transit (RCT). RCT currently provides three fixed routes. The existing fixed routes include the Klamath commuter service, a Crescent City route, and a Howland Hill route. All fixed-route buses have bicycle-carrying racks. RCT also provides a Dial-A-Ride service.

Park-and-ride lots are another way to encourage multi-modal transportation use. Park-and-ride lots allow individuals to park their vehicles, usually at a transit hub, and then use an alternate mode of transportation such as carpooling or riding public transit. Currently there are no formal park-and-ride lots in Del Norte.

## Bicycle Safety and Education Programs

Bicycle safety and education programs have been sponsored by the Del Norte Unified School District in conjunction with the California Highway Patrol. The California Highway Patrol

sends representatives to local schools to educate children on bicycle safety. Officers conduct bike rodeos, and speak in assemblies and classroom presentations.

## **2C. ASSESSMENT**

An assessment of existing facilities is key to planning both upgrades and new facilities. This assessment describes how well the existing bikeway network serves the needs of residents and visitors for safe, enjoyable long-distance bicycle touring, local recreational bicycling, and convenient commuting to schools, jobs, parks, civic centers, and shopping facilities. The section analyzes gaps on existing routes, as well as gaps in bicycle parking, rest, and support facilities. The section begins with a discussion of opportunities and constraints for encouraging bicycling and addressing unmet facility needs. The section also discusses bicycle accident records.

### **General Opportunities and Constraints**

The following opportunities were considered in assessing the existing bicycle facilities and needs.

- A regional trail network of multi-use trails would offer recreational and commuter opportunities to bicyclists, pedestrians, hikers, and horseback riders. The proposed Hobbs-Wall Trail and Coast to Caves Trail are examples of non-motorized trails.
- The compact size of Crescent City makes most destinations easily accessible by foot or bicycle. Most public facilities are located within a few blocks of existing or planned bicycle routes. This land use pattern makes it viable for people to ride bicycles to work, school, parks, shops, and for running errands.
- Enhancing bicycle facilities in Crescent City and Del Norte County may lead to an increase in tourism. Completion of the Hobbs Wall, Harbor, Coastal, and Coast to Caves Trails, as well as other local trail systems, will enhance the desirability of Del Norte as a place to bicycle. Many of the recreational resources that grace Del Norte are accessible by bike, and still others will be accessible when proposed bikeway improvements are completed. For instance, points of interest along the Pacific coastline will be served by the proposed Coastal Trail, Lighthouse Trail, and Harbor Trail. Additionally, improved bicycle access to Jedediah Smith Redwoods State Park, Del Norte Coast Redwoods State Park, Redwood National Park, Smith River National Recreational Area, and Lake Earl Wildlife Area is planned for the future.
- Crescent City offers bicyclists a variety of cultural and historical destinations. The outlying communities such as Smith River, Fort Dick, Gasquet, and Klamath also offer cultural and historical attractions.
- The area's relatively mild climate and moderate temperatures encourage year-round bicycling.

- The natural beauty of the area's forests, mountains, rivers, lakes, and coastlines are attractions for both local and out-of-area bicyclists.

The following general constraints were also considered in assessing existing bicycle facilities and needs.

- Although the area experiences relatively mild seasonal weather patterns, the high precipitation and foggy conditions are constraints for some cyclists. Rainy weather discourages some potential bicycle commuters, and foggy weather discourages some touring cyclists.
- Funds for bicycle improvements are limited; therefore, planned improvements may take many years to implement.
- Many portions of Highways 101, 199, and 197, including the Dr. Fine Bridge on Highway 101 just south of Hwy 197, have narrow shoulders, significant truck traffic, and/or limited lines of sight. These factors limit bicycling opportunities and safety for residents of the area's outlying communities (Klamath, Smith River, Hiouchi, and Gasquet), which are reached primarily by these state highways.
- The steep hills in the southern and eastern portions of Del Norte County represent a barrier to some bicyclists.
- Some destinations and activity centers lack adequate bicycle parking facilities.
- Lack of bicycle support facilities at or near workplaces may discourage some potential bicycle commuters.

## **Bicycle Accidents**

Statistics for bicycle accidents in California are available through the Statewide Integrated Traffic Records System (SWITRS), which processes all reported fatal and injury collisions on state highways and all public roadways. SWITRS data is reported in the *California Highway Patrol Annual Report of Fatal and Injury Motor Vehicle Traffic Collisions*. Because these reports are based on motor vehicle collisions that involve bicycles, actual bicycle accidents may be underrepresented. In addition, it should be noted that minor accidents that do not result in injuries often go unreported to law enforcement agencies, and therefore the actual accident rate may be higher than detected by SWITRS.

Table 2.11 shows the number of injury collisions involving a motor vehicle and a bicycle in Del Norte County, as published in the CHP annual reports from 1997 through 2000 (the most recent reports available at time of writing). The reports indicate that the number of bicycle-related accidents in Del Norte increased significantly in 1999 and maintained the same level in 2000. All reported accidents involved injuries; none involved fatalities.

**Table 2.11 Motor Vehicle Collisions with a Bicycle Involved, Del Norte County 1997-2000**

<b>Year</b>	<b>Crescent City Roadways</b>	<b>County Roadways</b>	<b>Unincorporated State Highway</b>	<b>Total</b>
2000	3	10	1	14
1999	5	9	0	14
1998	2	4	0	6
1997	3	6	0	9

Source: *California Highway Patrol Annual Report of Fatal and Injury Motor Vehicle Traffic Collisions, 1997-2000*<sup>4</sup>

## Gaps on Existing Routes

Redwood School, in Fort Dick, and Smith River School are both served by existing bike routes. Many other elementary and middle schools in the county as well as Del Norte High School are located near but not directly on existing or proposed bike routes. Future planning efforts will consider the benefits of extending bike routes to these schools. (See Table 2.1)

## Gaps in Bicycle Parking, Rest, and Support Facilities

Bicycling is encouraged by the presence of secure parking facilities at one's destination. Although some parking racks exist in frequently visited tourist areas, most destinations in downtown and commercial areas lack these facilities. Bicycle racks have been proposed for Brother Jonathan Vista Area and Park, and Battery Point. Future planning efforts should consider placing bike racks at public activity centers, such as the Del Norte Fairgrounds, the library, and downtown Crescent City.

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<sup>4</sup> <http://www.chp.ca.gov/html/publications.html>

### **3. Goal, Policies, and Objectives**

#### **3A. OVERALL GOAL**

The goal of the *Del Norte County and Crescent City Bicycle Facilities Plan* is to encourage the use of bicycles for transportation by providing a system of bikeways and support facilities that promote safe, convenient, and enjoyable cycling. The following policies have been established facilitate progress toward this goal.

#### **3B. POLICIES AND OBJECTIVES**

The following goals, policies, and objectives are based on the policies and objectives of the previous Bike Plan updates (1997/98 and 1999) as well as the LTCO 2002 *Regional Transportation Plan Update*.

#### **I. Planning and Design Guidelines**

##### ***Policy I-1:***

LTCO supports bicycle planning as an integral part of community planning, including land use and transportation planning.

Objective I-1a. Update the *Del Norte County and Crescent City Bicycle Facilities Plan* on a biannual basis.

Objective I-1b. Encourage the City and County to implement the recommendations contained in the updated Bike Plan when considering new or upgraded facilities.

Objective I-1c. Conduct a study of the urban area that assesses the adequacy of multi-use trail facilities, and provides a multi-use trail plan for the urban areas

Objective I-1d. Require that bikeway projects be consistent with this Plan in order to be considered for TDA funding.

##### ***Policy I-2:***

LTCO supports the construction of bicycle facilities that connect work, school, shopping, recreation, and other activity centers.

Objective I-2a. Support Caltrans' development of non-motorized shoulders on state highways to accommodate bicycle traffic.

Objective I-2b. Develop bikeways that lead to and through outdoor recreational areas, including parks and schools.

Objective I-2c. Develop the Hobbs Wall Trail, the Coastal Trail, and the Coast to Caves Trail as links between Crescent City and recreational areas, including the Redwood National and State Parks.

Objective I-2d. Coordinate with local school districts to assure that safe routes to schools are available to all students.

Objective I-2e. Develop bikeways that connect to major transit transfer points.

Objective I-2f. Encourage connectivity between Federal, State and local bicycle and trail facilities.

***Policy I-3:***

LTCO supports bicycle facility improvements that increase convenience and safety, as well as safety education programs.

Objective I-3a. Develop bikeways that comply with the standards of Sections 2374 – 2376 of the Streets and Highways Code pertaining to bikeways.

Objective I-3b. Provide bicycle parking as needed at public facilities, and encourage private entities to do the same.

Objective I-3c. Provide bicycle racks for all transit vehicles.

Objective I-3d. Provide bicycle parking facilities at major bus transfer points.

Objective I-3e. Encourage City, County, and State law enforcement agencies to offer programs that encourage safe bicycling.

Objective I-3f. Encourage major employers to provide support facilities that encourage bicycle commuting, such as lockers and showers.

## **II. Funding and Site Acquisition**

***Policy II-1:***

LTCO supports actively seeking all sources of funding that implement the Plan.

Objective II-1a. Pursue all possible sources of funding that will facilitate implementation of this Plan.

Objective II-1b. Pursue funding available specifically for recreational bicycle facilities.

Objective II-1c. Reserve 2% of the Transportation Development Act funds annually for allocations to pedestrian and bicycle projects.

Objective II-1d. Encourage development of abandoned rail right-of-ways for use as bicycle facilities.

Objective II-1e. Conduct periodic surveys of recreational travel demand. Identify bike facilities that would meet that demand and state and federal funding sources to finance their construction.

### **III. Inter-agency Coordination (Planning, Maintenance, Enforcement)**

***Policy III-1:***

LTCO supports projects that promote bicycling as a mode of travel, including educating the public on bicycle safety.

Objective III-1a. Support active enforcement of laws dealing with bicycle use and safety.

Objective III-1b. Support bicycle safety education for all bicyclists.

Objective III-1c. Encourage sweeping of adopted bikeways on a regular basis.

Objective III-1d. Encourage maintenance of bikeways and bicycle support facilities in a condition favorable to use by bicyclists, assigning bikeways a higher maintenance priority than similar, non-bikeway routes.

Objective III-1e. Provide information to interested entities on obtaining or constructing bicycle parking facilities.

Objective III-1f. Develop promotional maps of all bicycle facilities in the region for public distribution.

### **IV. Citizen and Community Involvement**

***Policy IV-1:***

LTCO supports community and citizen involvement in the planning process.

Objective IV-1a. Encourage traditionally underserved groups, including racial and ethnic minorities, seniors, the disabled, and low-income persons to participate in planning bicycle routes and support facilities.



Objective IV-1b. Encourage groups representing the Native American population to participate in the planning of bicycle routes that pass near or through Native American communities.

Objective IV-1c. Conduct public reviews of the Bike Plan as part of the periodic updating process.

## 4. IMPLEMENTATION

### 4A. BICYCLE FACILITY PROJECTS IMPLEMENTATION PROGRAM

The overall concept of this Bike Plan is a network of routes and support facilities that serve all categories of bicyclists. This network includes multi-use trails that also accommodate pedestrians, joggers, hikers, and/or horseback riders. The Pacific Coast Bike Route (PCBR) and the planned Coast to Caves Trail will primarily serve touring bicyclists, as well as joggers and hikers. Bicycle routes in the Crescent City Planning Area will primarily serve bicycle commuters, as well as pedestrians and joggers. The Coastal Trail, Lighthouse Trail, Harbor Trail, and Coast to Caves Trail, as well as planned routes in Del Norte County, will primarily serve local recreational bicyclists, and joggers and pedestrians. In many cases, routes will serve more than one category of bicyclist, and more than one type of user.

Caltrans, the City, and the County have planned improvements for this network of routes. Caltrans' recommended bikeway improvements involve the PCBR on Highway 101. In most cases, City and County proposed bikeway improvements will involve upgrading existing bikeways to Class 1 or Class 2 standards, or new Class 3 routes will be designated. In a few cases, facilities will be constructed along new alignments.

Table 4.1 lists the locations along Highway 101 that Caltrans has identified as having possible shoulder improvement needs. Table 4.2 on the following pages describes the inventory of planned improvements, with the corresponding responsible agency, target date, and proposed funding source for each.

**Table 4.1 Possible Shoulder Improvement Locations on Highway 101<sup>1</sup>**

Post mile Location Along Highway 101	Length (Miles)	Estimated Cost (\$1,000)	Funding Status*
DN-101- 7.80 – 7.93 a	0.13	200	Un-programmed
DN-101- 11.70 – 12.05	0.35	600	Un-programmed
DN-101- 18.90 – 19.89	0.99	1,700	Un-programmed
DN-101- 8.51 – 8.53	0.02	700	Part of programmed project to raise the grade and widen highway at Hunter Creek Bridge
DN-101-20.20 – 22.47	2.27	3,900	Cushing Creek Project - Completed
DN-101-22.47 – 23.60	1.23	2,000	Part of larger candidate highway widening project
DN-101-41.02 – 45.71	4.69	5,600	Part of larger candidate highway widening project

\*A project that is "programmed" means that funding has been secured but the project is not yet built.

<sup>1</sup>Source: *Draft Pacific Coast Bike Route Shoulder Study*, 2002.

**Table 4.2 Implementation of Proposed Bikeway Projects**

Description	Existing Condition	Proposed Improve-ments	Responsible Agency	Cost in 2002 Dollars (\$1,000)	Target Construc-tion Year	Potential Funding Source
<b>Hobbs Wall Trail</b>						
North segment along abandoned rail right-of-way from Parkway Dr. to 2nd St.	Not yet constructed	Class 1	County	unknown	unknown	unknown
Second St. from K St. to Elk Creek Wildlife Area	No bike improvements	Class 3	City	4	04/07	TDA 2%
East Segment: Elk Creek Wetland	Not yet constructed	Class 1 & 2	County	445	02/04	TDA 2%/TEA
East Segment: Del Norte County Railroad right-of-way from County Railroad R/W segment to Howland Hill Rd.	Not yet constructed	Class 1	County	460	02/04	TEA/TDA/RSTP
Howland Hill Rd. Phase1: from Elk Valley & Howland Hill Rd. to Humboldt Road	Class 3 along Howland Hill Rd.	Upgrade to Class 2	County	255	02/05	TEA/TDA/RSTP
Howland Hill Rd. Phase 2 from Humboldt Road to Redwood National and State Parks	Class 3 along Howland Hill Rd.	Upgrade to Class 1	County	315	02/05	TEA/TDA/RSTP
<b>Coastal Trail: Harbor Trail Segment</b>						
Harbor Crossing from Magruder St. to Harbor Trail	Right of way/No improvements	Class 1	City	500	05/08	STIP/BLA/TEA
Harbor Trail (parallel to west side of Hwy 101 South) from Highway 101 via Anchor Way and Starfish Way to City Limits	Not yet constructed	Class 1 & 2	County	59	02/03	TEA/TDA/RSTP
Harbor Trail: City segment from southern City Limits to Cultural Center/Lighthouse Trail via Sunset Circle	No bike improvements	Class 1 & 3	City	1,000	02/04	BLA/TEA
Magruder St. (parallel to east side of Hwy 101 South) from Elk Valley Rd. to Kent St.	Right of way; no improvements	Class 1	City	300	04/06	RSTP/TEA/BLA
<b>Coastal Trail: Lighthouse Trail Segment</b>						
Lighthouse Trail (was Howe Dr. Bike Path) from Harbor Trail to Lighthouse Parking Lot	Part Class 1	Upgrade, extend to Class 1 and Class 3	City	225	in process	RSTP/TEA

Description	Existing Condition	Proposed Improve-ments	Responsible Agency	Cost in 2002 Dollars (\$1,000)	Target Construc-tion Year	Potential Funding Source
<b>Coastal Trail: Pebble Beach Segment</b>						
Coastal Trail from B St. to northern City limits via Pebble Beach Dr.	No bike improvements	Class 2 & 3	City	200	02/03	RSTP/TDA 2%
Pebble Beach Dr. (East side) from Condor St. (City Limits) to Hemlock St.(East side)	No bike improvements	Class 1 and Class 2	County	475	04/05	TEA/TDA/RSTP
Pebble Beach Dr. (West side) from Condor St. (City Limits) to Hemlock St. (West side)	No bike improvements	Class 1 and Class 2	County	1,042	02/04	TEA/TDA/RSTP/BLA
Pebble Beach Dr. from Hemlock St. to Washington Blvd.	No bike improvements	Class 3	County	1	02/03	TEA/TDA/RSTP
<b>Coast to Caves Trail</b>						
Enderts Beach Rd. from Hwy. 101 South to National Park Service Boundary	No bike improvements	Class 1 and 2	County	90	04/06	TEA/TDA/RSTP
Humboldt Road from State Hwy. 101 to Howland Hill Road	Existing Class 3	Upgrade to class 2	County	Unknown	04/06	TEA/TDA/RSTP
From the State Park Boundary along Douglas Park to a portion of South Fork Road to the old Hwy 199 alignment	No bike improvements	Class 3	County	unknown	unknown	unknown
Gasquet Flat Rd. from Hwy 199 to Middle Fork	No bike improvements	Class 2	County	1,240	19/20	TEA/TDA/RSTP
Middle Fork Gasquet Rd. from Hwy 199 to Gasquet Flat	No bike improvements	Class 2	County	54	19/20	TEA/TDA/RSTP
<b>Additional Routes in Crescent City Planning Area</b>						
K Street from Front St. to 9th St.	No bike improvements	Class 3	City	2	04	TDA 2%
Front St. from A Street to N Street	No bike improvements	Class 1 and 3	City	unknown	04/07	TDA 2%
Elk Valley Rd. from Hwy 101 to Magruder St.	No bike improvements	Class 2	County	Part of project below	2006	STIP

Description	Existing Condition	Proposed Improve-ments	Responsible Agency	Cost in 2002 Dollars (\$1,000)	Target Construc-tion Year	Potential Funding Source
Elk Valley Rd. from City Limits to Howland Hill Rd.	No bike improvements	Class 2	County	675	2004	STIP
Elk Valley Rd. from Howland Hill Rd. to Parkway Dr.	No bike improvements	Class 2	County	2,465	07/10	TDA/RSTP/BLA
El Dorado St. from Hamilton Ave. to Del Norte High school	No bike improvements	Class 3	County	1	02/03	TDA/RSTP
Hamilton Ave. (Inyo St. to Eldorado St. (south side))	No bike improvements	Class 2	County	85,800	03/04	BTA
Harding Ave. from El Dorado St. to City limits	No bike improvements	Class 3	County	1	03/04	TDA/RSTP
Harding Ave. from City Limits to Northcrest Dr.	No bike improvements	Class 2	City	4	03/04	TDA 2%
Northcrest Dr. from Washington Blvd. to Standard Veneer Rd.	Class 3	Upgrade to Class 1 & 2	County	1,530	10/11	TEA/TDA RSTP
Blackwell Lane from Northcrest Dr. to Railroad Ave.	No bike improvements	Class 2	County	660	05/07	TEA/TDA/RSTP
Railroad Ave. from Parkway Dr. to Boulder Ave.	No bike improvements	Class 2	County	1,055	05/06	TEA/TDA/RSTP/BLA
Railroad Ave. from Boulder Ave. to Elk Valley Crossroad	Not yet constructed	Class 1	County	262	05/06	TEA/TDA/RSTP

**Fort Dick / Kings Valley Area**

Elk Valley Crossroad from Elk Valley Rd. to Parkway Dr.	No bike improvements	Class 2	County	340	05/06	TEA/TDA/RSTP
Elk Valley Crossroad from Parkway Dr. to Hwy 101	No bike improvements	Class 3	County	3	02/03	TDA/RSTP
Elk Valley Crossroad from Hwy 101 to Wonderstump / Railroad	No bike improvements	Class 3	County	4	05/06	TEA/TDA /RSTP
Elk Valley Crossroad from Wonderstump / Railroad to Lake Earl Dr.	No bike improvements	Class 3	County	4	05/06	unknown
Old Mill Rd. from Northcrest Dr. to Dillman Rd.	No bike improvements	Class 1 & 2	County	1,145	07/10	TEA/TDA/RSTP/BLA

<b>Description</b>	<b>Existing Condition</b>	<b>Proposed Improve - ments</b>	<b>Responsible Agency</b>	<b>Cost in 2002 Dollars (\$1,000)</b>	<b>Target Construc- tion Year</b>	<b>Potential Funding Source</b>
Old Mill Rd. from Dillman Rd. to Lake Earl / Wildlife Area.	No bike improvements	Class 3	County	unknown	unknown	unknown
Riverside St. from Washington Blvd. to Dead Lake	No bike improvements	Class 1 and Class 2	County	90	05/06	TEA/TDA/RSTP
Moorehead Rd. from Lake Earl Dr. to Lower Lake Rd.	No bike improvements	Class 2	County	1,330	05/07	TEA/TDA/RSTP/BLA
Lower Lake Rd. from Lake Earl Dr. to Kellogg Rd.	No bike improvements	Class 2	County	4	02/03	TEA/TDA/RSTP
Kellogg Rd. from Lower Lake Rd. to Beach	No bike improvements	Class 3	County	2	02/03	TDA/RSTP

**Smith River Area**

First St. from Sarina Rd. to Fred Haight Dr	No bike improvements	Class 3	County	4	06/07	TEA/TDA/RSTP
Sarina Rd. from Hwy 101 to First St.	No bike improvements	Class 3	County	3	06/07	TEA/TDA/RSTP
Fred Haight Dr. from north intersection/Hwy 101 to Wilson	No bike improvements	Class 3	County	3	02/03	TEA/TDA/RSTP
Fred Haight Dr. from south intersection/Hwy 101 to Wilson	No bike improvements	Class 3	County	23	10/12	TEA/TDA/RSTP
Rowdy Creek Rd from Hwy 101 to Smith River Nat'l Rec Area	No bike improvements	Class 3	County	12	02/03	TDA/RSTP
South Fork Rd. from Douglas Park Road to Big Flat Rd.	No bike improvements	Class 3	County	20	02/03	TDA/RSTP

## 4B. FUNDING

### Funding Sources for Bicycle Projects

A number of federal, State, and local programs are available for funding bicycle and pedestrian improvement projects. Federal funding sources that can be used for bicycle projects include Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) programs; Proposition 116 funds (Clean Air & Transportation Improvement Act of 1990); and the Regional Surface Transportation Program (RSTP). State and local funding sources/programs include the Transportation Development Act (TDA); Local Transportation Fund; Bicycle Transportation Account; the Habitat Conservation Fund Grant Program; and sources from the Department of Transportation. Summaries of these funding sources follow.

#### Federal Sources/Programs

Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) – Enacted on June 9, 1998, TEA-21 authorized approximately \$217 billion in federal transportation funding over a six-year period (1998-2003). The annual TEA-21 funding level is based on the annual amount in the highway account of the Highway Trust Fund. TEA-21 funds are allocated through federal surface transportation programs for highways, highway safety, and transit. These funds provide greater flexibility for State and local jurisdictions in deciding how federal dollars can be spent.

TEA-21 includes several programs that could provide funding for pedestrian and bicycle projects, including safety education activities for pedestrians and bicyclists. Many of these are competitive programs to which grant proposals can be submitted on an annual basis. Funding through these sources is dependent upon submission of applications and award decisions. Summaries of programs with eligible bicycle facility funding follow:

- *Transportation Enhancement Activity (TEA) Program (TEA-21 Section 3007)*: Requires that 10 percent of Surface Transportation Program (STP) funds be made available for transportation “enhancement” projects that have a direct relationship – by function, proximity, or impact – to the intermodal transportation system. The program is designed to promote livable communities and strengthen partnerships. Programs eligible for funding include acquisition of scenic easements, scenic or historic highway programs, landscaping, rehabilitation of historic transportation buildings, preservation of abandoned railway corridors, pedestrian/bikeway improvements, and the acquisition of abandoned right-of-way for the conversion to pedestrian/bike trails. The LTCO will have approximately \$536,000 available in the TEA program over the life of TEA-21. It is not known how much, if any, of this money will be spent on bicycle facility related projects. The LTCO is responsible for ranking TEA projects countywide, but the California Transportation Commission (CTC) makes final funding decisions. The LTCO currently exchanges its TEA funds for State monies, to be used for local road maintenance.

- *Job Access and Reverse Commute Grants (TEA-21 Section 3037)*: Provides competitive grant funds to develop transportation services that are specifically designed to transport welfare recipients and low-income individuals to and from job locations. Emphasis is placed on projects that use mass transportation services. Del Norte County, in collaboration with a variety of local agencies, was awarded a \$73,250 JARC grant in 1999. The County has submitted a second JARC program proposal. If funded, JARC program funds from the second grant would be used to complete a permanent bus stop sign program and to install bike racks on six Dial-A-Ride buses.
- *The National Scenic Byways Program (TEA-21 Sections 1101(a)(11) and 1219)*: This program was established in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), and continued with the TEA-21. The purpose of the program is to recognize and enhance roads that have outstanding scenic, historic, cultural, natural, recreational, and archaeological qualities, and to support State scenic byway initiatives. Authorized funding is \$25.5 million for fiscal year 2002 and \$26.5 million for 2003. However, actual funding levels may vary due according to provisions of TEA-21 Section 1102(f), Redistribution of Certain Authorized Funds. Under this provision, any funds authorized for the program for the fiscal year, but that are not available due to the imposition of an obligation limitation, are redistributed to the States by formula as STP funds.
- *Recreational Trails Program*<sup>5</sup>: The U.S. Congress first authorized this program in the ISTEA, and reauthorized it in 1998 under TEA-21. The program provides funds to states to develop and maintain recreational trails and trail-related facilities for both nonmotorized and motorized recreational trail uses. Trail uses include hiking, bicycling, in-line skating, equestrian use, cross-country skiing, snowmobiling, off-road motorcycling, and other off-road motorized vehicles. Funds may be used for maintenance and restoration of existing trails; construction of new trails; development or rehabilitation of trailside and trailhead facilities and trail linkages; acquisition of easements or property for trails; related State administrative costs; and educational programs to promote safety and environmental protection related to trails. States must use 30 percent of their funds for motorized trail uses, 30 percent for nonmotorized trail uses, and 40 percent for diverse trail uses. The Federal Highway Administration (FHWA) provided \$50 million in formula apportionments for fiscal year 2002. Funding will continue at this level in 2003.

Proposition 116: Clean Air & Transportation Improvement Act of 1990 – Under Proposition 116, non-urban county transit funds were made available in Del Norte County for transit or non-motorized facilities. These funds were provided on a per capita basis, using the 1990 Federal census. No additional Proposition 116 funds are available. However, the County of Del Norte has several projects in process that are being funded with recently allocated Proposition 116 funds (see Table 4.3).

Regional Surface Transportation Program (RSTP) – The RSTP provides funding for roadways, bridges, transit capital, bicycle, and pedestrian projects. Funding for this program is supported by the Federal Surface Transportation Program.

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<sup>5</sup> <http://www.fhwa.dot.gov/environment/rtbroch.htm>



## State and Local Sources/Programs

Transportation Development Act (TDA) – Pursuant to Section 99233.3 of the Transportation Development Act of 1972, local entities may reserve 2% of the TDA funds allocated annually for pedestrian and bicycle projects. Historically, the LTCO has chosen to allocate 2% of its TDA funds for pedestrian and bicycle projects. The LTCO allocated \$8,750 for bicycle and pedestrian purposes for the 2000/01 fiscal year. Funding of a major project in 1999, the Hamilton Ave. pedestrian project, has left a current balance of approximately \$9,750. Similar amounts should be available annually for the short term. Revenues from this source are expected to increase slightly for the next four years.

Local Transportation Fund - The Transportation Development Act creates in each county a Local Transportation Fund for the transportation purposes specified in the Act. Revenues to the Local Transportation Fund are derived from 1/4 cent of the retail sales tax collected statewide. The 1/4 cent is returned by the State Board of Equalization to each county according to the amount of tax collected in that county. The LTCO allocates the funds to claimants to provide public and community transportation services. Local Transportation Funds may be allocated for local streets and roads purposes if there are no unmet transit needs that are reasonable to meet. The 2000/01 estimate for the Local Transportation Fund is \$395,000. The Fund is apportioned to Crescent City and Del Norte County based on their relative populations. Revenues from this source are expected to increase slightly over the next four years.

Bicycle Transportation Account - Section 2382 of the Streets and Highways Code provided for establishment of the Bicycle Lane Account created by Senate Bill 36, Statutes of 1972. Funding was set at \$360,000 annually. Assembly Bill 1020, which became effective January 1, 1998, provided for a gradual increase to \$5 million a year by 2004. Funds are made available through an annual competitive grant cycle. A 10 percent local match is required. Priority is given to projects serving a commuter purpose, in accordance with Section 2386 of the Streets and Highways Code. The County of Del Norte submitted applications to the competitive Bicycle Lane Account program for the past two years; however, these applications were not funded. In past years, however, the county was granted \$81,800 in BLA grant funding for the Northcrest Drive/Washington Boulevard improvement project, which consisted of four separate and distinct project components.

In previous years, the City and the County have used some of these sources of funding to build the existing network of bicycle facilities.

The Habitat Conservation Fund Grant Program – This program originates from the California Wildlife Protection Act of 1990 (Prop 117). Eligible projects include the acquisition of various types of wildlife habitats, enhancement and restoration of various wildlife habitats, trails, and programs which attract recreationalists to park and wildlife areas and that educate them about the State's resources. Projects must be incorporated into the RTIP if they are regionally significant. The State Department of Parks and Recreation (DPR) administers this program. A local match of 50% is required and the local match cannot be from a State source.

Department of Transportation – Section 156.10 of the California Streets and Highways Code permits the Department of Transportation to construct and maintain non-motorized facilities where such improvements will increase the capacity or safety of a State Highway. Section 157.4 requires that the California Transportation Commission budget allocate funds annually for the construction of non-motorized transportation facilities, to be used by Caltrans in conjunction with the State Highway System.

Table 4.3 lists City and County expenditures for various bicycle facility projects from 1988 through 1998. More detailed information on past expenditures is contained in the 1999 Bike Plan Update (adopted December 1999).

**Table 4.3 Bicycle Facility Past Expenditures**

Year	Recipient	Amount	Source	Project
88/89	City of Crescent City	872	TDA	Bike Racks
88/89	County of Del Norte	4,028	TDA	Bike Pathways
89/90	County of Del Norte	5,975	TDA	Bike Racks and Pathways
90/91	City of Crescent City	5,844	TDA	Battery Point Access*
1993	County of Del Norte	156,600	Prop. 116	Lake Earl Drive Class 2 Bikeway
1993	County of Del Norte	156,600	Prop. 116	Washington Blvd. Class 2 Bikeway
1994	County of Del Norte	81,800	BLA	Northcrest Drive Washington Blvd. various projects
1994	County of Del Norte	240,000	TEA	Parkway Drive Class 2 Bikeway
1996	County of Del Norte	286,000	TEA	Parkway Drive Class 2 Bikeway
97/98	County of Del Norte	12,350	TDA	Bike Racks and Signs
00/01	County of Del Norte	183,000 35,461	Prop 116 Road Fund	Inyo Street (Washington Blvd. to Murphy Street)
01/02	County of Del Norte	77,700 4,492	BTA Road Fund	Hamilton Ave. north side (Inyo St. to El Dorado St.)

\*This project was a portion of a larger Redevelopment Agency and grant funded project.

## Future Financial Needs for Bicycle Funding

This Bike Plan Update plans for City and County bikeway improvement projects with target construction dates to the year 2020 (see Table 4.2). The total future financial funding needs for the proposed projects is more than \$102 million, in 2002 dollars. Actual financial needs will be higher due to the fact that some project costs (for the Hobbs Wall Trail, Coast to Caves Trail, as well as additional routes in the Crescent City Planning Area and the Fort Dick/Kings Valley Area) are currently unknown. The costs by project are summarized in Table 4.4.

**Table 4.4 Summary of Future Costs for Proposed Bikeway Projects** (in 2002 Dollars)

<b>Bikeway Project</b>	<b>Cost (\$1,000)</b>
Hobbs Wall Trail	> 1,479*
Coastal Trail: Harbor Trail Segment	1,859
Coastal Trail: Lighthouse Trail Segment	225
Coastal Trail: Pebble Beach Segment	1,718
Coast to Caves Trail	>1,384*
Additional Routes in Crescent City Planning Area	>92,455*
Fort Dick / Kings Valley Area	>2,922*
Smith River Area	65
<b>TOTAL</b>	<b>&gt;\$102,107*</b>

\*Some improvement costs have not yet been determined and are not included.

The City is the responsible agency for approximately \$2.2 million (\$2,235,000) of improvement project plus a project of unknown cost in the Crescent City planning area. The County is the responsible agency for approximately \$100 million (\$99,872,000) in cost-projected projects, plus four additional projects of unknown cost.

## Bicycle Parking & Rest Facilities

The City and County are planning to install additional bike parking facilities. See Table 2.10 (in Chapter 2 of this document) for a listing of existing and proposed bike racks. Figure 1 on page 1-3 shows existing bicycle parking locations.

## 4C. INTER-AGENCY COORDINATION

### Consistency with Regional Transportation Plan

The 2002 Update of the Regional Transportation Plan refers to the Bike Plan. At the time of the writing of the 2002 RTP, the 1999 update of the Bike Plan was the most current. The proposed bicycle facility improvements described in the 2002 RTP are consistent with improvements in this Bike Plan. Some updated bicycle information has been added to this Bike Plan.

Improvements outlined in the RTP include the Hobbs Wall Trail, continuation of the Coastal Trail, and several other routes.

## **Pacific Coast Bicycle Route Study**

Caltrans is overseeing the now ongoing *Pacific Coast Bike Route Shoulder Study*. The study will include recommendations for route improvements and alignment changes. The draft document has been released and its findings are incorporated into this document. The study's final findings will be available for the next Bicycle Facilities Plan Update.

## **Maintenance**

Maintenance of bicycle routes is the responsibility of the agencies that own them. Maintenance includes regularly sweeping bikeways, maintaining pavement, signage, and striping. LTCO has recommended that adopted bicycle routes receive higher priority for sweeping than other routes.

## **Enforcement**

Enforcement of safe bicycling rules is a responsibility of the City police, the County Sheriff Department, and the California Highway Patrol.

## **4D. CITIZEN & COMMUNITY INVOLVEMENT**

In order to assure citizen and community involvement, the following meetings and work sessions were held: Public Meeting on August 28, 2002; City Council and County Board Hearings in December 2002; LTCO Hearing in January 2003. These meetings provided opportunities to hear general public comment, receive comments on the projects proposed in this Plan, and the listing of their priority for implementation. Persons and organizations known to be interested in bicycle projects were contacted and informed of the meeting dates and encouraged to provide oral or written comment. These efforts have helped assure appropriate coordination, cooperation, and consultation relative to bicycle facilities planning issues in the region.

## **4E. EVALUATION**

Implementation of improvements described in this Bike Plan will provide bicyclists in Del Norte County with safer, more convenient, and more enjoyable opportunities for recreational, commuter, and tour cycling. The following section discusses the anticipated effects of the Plan's

implementation in regard to the number of bicycle commuters in the area, and the potential effects on accidents involving bicyclists.

## **Effects on Estimated Number of Bicycle Commuters**

Implementation of the Bike Plan is intended to bring about several benefits to the community, including:

- Improve safety conditions for bike travel through design standards, guidelines, education, and enforcement, and thereby reduce the accident rate for bicyclists.
- Provide needed facilities and services to meet the demand and increased use of bicycles as a means of travel;
- Improve the quality of life in Crescent City and Del Norte by providing more travel and recreational opportunities that are available to everyone;
- Improve the quality of life by helping to reduce traffic congestion, air and noise pollution, and energy consumption.
- Maximize the City's and County's competitiveness for state and federal funds by having an updated, adopted Bike Plan that meets current funding requirements.

Through implementation of the policies and improvement projects in this Bike Plan, the LTCO expects that cycling will be a more attractive transportation mode in the Crescent City and Del Norte County areas. With safer, more convenient, and more available bicycle facilities, the number of commuter cyclists, as well as recreational and touring cyclists, is expected to increase. Additionally, many of the bicycle facility improvements will also improve conditions for pedestrians, and in some cases, horseback riders and/or skaters.

## **Effects on Accidents Involving Bicyclists**

The goal of bicycle planning at the local level is to provide for bicycle travel within the community. Well-planned and maintained bicycle facilities can provide a convenient and safe bicycle network, reduce bicycle conflicts with motorized vehicles, and reduce the number of serious bicycling crashes and injuries.

According to the Institute of Transportation Engineers, the majority of bicycling injuries, particularly those incurred by children, take place in neighborhoods.<sup>6</sup> These injuries could be prevented by providing bicycle facilities such as:

- Building independent bicycle trails through neighborhoods.
- Having sidewalk and bike lanes on larger roadways;
- Encouraging the use of exclusive bike lanes.
- Enhancing roadway shoulders. This is critical, particularly for roadways with travel speeds of 35 mph or more.

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<sup>6</sup> Source: *Online Roadway Safety Guide* by the Roadway Safety Foundation, Washington, D.C.  
[http://www.roadwaysafety.org/chap2\\_10.html](http://www.roadwaysafety.org/chap2_10.html). Accessed October 3, 2002.

- Incorporating "Share the Road" signs onto the roadway landscape.<sup>7</sup>
- Providing grouped diagonal parking to improve sight distances and reduce the likelihood of backing crashes in driveways.

The 1998 Federal Highway Administration (FHWA) report, *Implementing Bicycle Improvements at the Local Level*<sup>8</sup> also recommends facility improvements designed to increase bicycle safety. Many of these improvements would improve pedestrian safety conditions as well. Their "checklist" of improvements is shown in Table 4.5.

**Table 4.5 FHWA Checklist of Bicycle Safety Improvement Projects**

Category	Typical Concerns	Possible Projects
<b>1. Major urban streets</b>	High traffic volumes and speeds, lack of space for bicyclists.	Widen outside through lanes or add bike lanes by either redistributing space on the roadway by re-striping or adding paved width.
<b>2. Minor urban street traffic</b>	Higher than appropriate traffic volumes and speeds on residential streets.	Create a traffic calming program that responds to neighborhood requests by installing a variety of measures.
<b>3. Minor street/major street crossings</b>	Bicyclists have difficulty crossing busy arterial thoroughfares from quiet residential streets.	Provide median refuges at key minor street crossings, bike-friendly signals, and other features on collectors.
<b>4. Breaking bicycling barriers</b>	Physical features (rivers, creeks, railroads, freeways) often keep bicyclists from getting where they want to go.	Provide independent bicycle/pedestrian structures where necessary or combine bicycle/pedestrian structures with other existing or planned transportation facilities.
<b>5. Trail networks</b>	Trails are popular facilities among the bicycling public but they may be rare or discontinuous. In addition, some are poorly designed, constructed, or maintained.	Provide new trails where possible throughout the community, connect existing trail segments, and encourage developers to include trails in their developments. Make sure designers and operations staff use current literature in their work.
<b>6. Transit connections</b>	The success of a multimodal transportation system suffers when bicyclists cannot get to transit stations, when there is not adequate safe bicycle storage, and when bicyclists are not accommodated on the system itself.	Improve connections between residential areas and transit stops, provide secure bicycle parking at stops, and provide for carrying bicycles on the system.
<b>7. Roadway bridge modifications</b>	Some bridges contain narrow outside lanes, hazardous deck surfaces, hazardous expansion joints, high traffic volumes, high traffic speeds, or high speed on- and off-ramps.	Reallocate bridge deck width by shifting lane lines, modify surface for better bicycle stability, modify ramps to discourage highspeed turning movements, and, as a last resort, develop bicycle connections independent of the bridge in question.

<sup>7</sup> *ibid.*

<sup>8</sup> Online version at [http://www.bikefed.org/bike\\_guide\\_online.htm](http://www.bikefed.org/bike_guide_online.htm). Accessed October 9, 2002.

**Table 4.5 FHWA Checklist of Bicycle Safety Improvement Projects (continued)**

<b>8. Railroad crossings</b>	Diagonal railroad crossings and rough crossings—regardless of crossing angle—can cause bicycle crashes.	Replace dangerous crossings with rubberized installations (especially in the outside through lane), use flangeway fillers on lowspeed diagonal crossings, flair paved surface at crossing approaches to allow right-angle crossings, and use warning signs or markings.
<b>9. Traffic signals</b>	Most traffic -actuated signals have difficulty detecting bicycles. In addition, signal timing may not allow sufficient clearance time for bicyclists to get through an intersection, and programmed visibility heads may not be as visible from a typical bicyclist's location as from a typical motorist's location.	Provide bicycle -sensitive loop detectors in new installations and retrofit where needed; in some cases, use pavement markings to identify most sensitive locations; adjust timing requirements on signals and test heads for visibility at necessary angles.
<b>10. Drainage grates and utility covers</b>	Some drainage grate designs can trap a bicycle wheel; in addition, grates and utility covers should be kept level with the grade of the street surface and, wherever practical, such installations should be kept out of the typical path of a bicyclist.	Replace bad drain grate standards with bicycle -safe models; replace or modify existing installations; as a routine practice, consider bicyclists when locating new utilities.
<b>11. Rural road shoulders</b>	Many rural roads serve high-speed traffic and, in some cases, high volumes of motor traffic containing a significant proportion of large trucks. For bicyclists, sharing narrow roads with such traffic can be unpleasant and dangerous.	Provide smooth paved shoulders on all new construction and reconstruction; add shoulders to popular bicycling routes; adopt standards calling for adequate paved shoulders; restrict the use of rumble strips <sup>9</sup> when bicycle traffic is expected, and on new construction and reconstruction; or provide space for future shoulders if they cannot be installed at the time.
<b>12. Bicycle parking</b>	Scarce bike parking at popular destinations, undesirable bike parking devices, no bike parking zoning requirements.	Each year, provide new bike parking as a routine practice; use only parking devices that accept high security locks; or add bike parking to local zoning regulations.
<b>13. Maintenance</b>	Poorly maintained trails and roadway edges.	Alter current practices, create a user-requested bicycle spot improvement program.

Source: *Implementing Bicycle Improvements at the Local Level*, Federal Highway Administration, 1998.

<sup>9</sup> This statement is not consistent with Caltrans policy on rumble strips, which stipulates that rumble strips will be installed in the shoulder of the travelway, dependant upon the width of the shoulder beyond the fog line.

In a more recent report, *Bicycle Lanes Versus Wide Curb Lanes: Operational and Safety Findings and Countermeasure Recommendations* (Publication No. FHWA-RD-99-035, October 1999)<sup>10</sup> the FHWA cites research done in Canada, Denmark, and Sweden that found that marking bicycle lanes with paint and/or raised pavement reduced bicycle-motorist conflicts and crashes at intersections by 10% to 36%.

The Bike Plan Implementation Program and/or proposed bike trails include projects applicable to several of the FHWA's categories for bicycle safety improvements, such as:

- Widen outside through lanes or add bike lanes;
- Provide new trails where possible throughout the community;
- Connect existing trail segments;
- Provide secure bicycle parking at transit stops;
- Provide for carrying bicycles on the bus system;
- Improvement bike facilities at railroad crossings;
- Add shoulders to popular bicycling routes; and
- Provide new bike parking.

Implementation of these improvements, along with bicycle safety education, is expected to decrease conflicts, increase bicycle safety, and reduce the potential for accidents involving bicyclists. As discussed previously (see "Bicycle Safety and Education Programs" in Section 2B of this document), the Del Norte Unified School District conducts bicycle safety programs in conjunction with the California Highway Patrol. By teaching children how to ride bicycles safely, the potential for bicycle accidents is reduced; however, no conclusive data is available at this time.

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<sup>10</sup> Online version at <http://www.tfhrc.gov/safety/pedbike/pubs/99035.pdf>. Accessed October 9, 2002



## **APPENDIX A**

### **Previous Studies (listed chronologically)**

#### **1979 Bicycle Report**

The first Bicycle Report was adopted by LTCO in October 1979. The document was prepared for LTCO by Caltrans staff. This report identifies a “principal bicycle arterial system” for Crescent City and the surrounding County areas. Potential bikeways were selected based on criteria for safety and convenience. Each of the potential bikeways is described and evaluated from a bicyclists’ standpoint. Improvements are recommended as necessary or desirable. This document was subsequently expanded with the following update.

#### **1980 Crescent City and Vicinity Bicycle Commuter Guide**

The "Crescent City and Vicinity Bicycle Commuter Guide" was written in May 1980. This document, an expansion of the 1979 Bicycle Report, was prepared by Caltrans staff with the cooperation of Crescent City, Del Norte County, and the Del Norte County Local Transportation Commission. The document identifies those bicycle arterials which were suitable for commute purposes, and maps them. It also contains information on safe bicycle commuting and a summary of California bicycle laws.

#### **1981 Possibilities for Bicycle Parking Facilities in the Greater Crescent City Area**

A report on potential bicycle parking facilities in the greater Crescent City area was adopted by LTCO in October 1981. This document was also prepared by Caltrans staff. This report provides background on bicycle parking and the types of locking and parking devices available. The report inventories existing and potential sites for bicycle parking, and prioritizes recommended sites. Many of the bicycle parking facilities recommended were installed in mid-1984. Material from this plan was integrated into the 1987 plan described below.

#### **1983 Bicycle Report (Highway 101 in Del Norte County)**

A bicycle report on Highway 101 was produced by LTCO in March 1983. In this report, LTCO identified and described eight locations along Highway 101 where improvements were needed to protect the safety of bicyclists. Material from this plan was integrated into the 1987 plan described below.

#### **1987 Del Norte County and Crescent City Bicycle Facilities Plan**

The first Del Norte County and Crescent City Bicycle Facilities Plan” was developed by LTCO in 1987. Caltrans and Del Norte County Public Works Dept. staff were involved in the document’s preparation. The 1987 plan establishes City and County goals and policies

concerning bicycle facilities, describes existing facilities, and suggests implementation methods to meet these goals. The 1987 plan was subsequently updated in 1992, and 1994/95, with the assistance of LTCO's Technical Advisory Committee.

### **1992 School Routes and Established School Crossings Plan**

The "School Routes and Established School Crossings Plan." was adopted by the Del Norte Unified School District in August 1992. The District was concerned with the safety of students traveling to and from school. Many of the projects identified in this plan have now been completed primarily with Proposition 116 funds and Regional Surface Transportation Program (RSTP) funds.

### **1997 "US 101 Tri-State Pacific Coast Scenic Byway Draft Corridor Management Plan"**

In April 1997, Caltrans District 1 prepared the "US 101 Tri-State Pacific Coast Scenic Byway Draft Corridor Management Plan" to guide the management of the Route 101 State Scenic Byway Corridor between Eureka and the California/Oregon border. The plan focuses on corridor bicycle planning and construction of appropriate bicycle facilities within the corridor. This plan has not been locally adopted.

### **1999 Del Norte County and Crescent City Bicycle Facilities Plan Update**

The 1998 Bike Plan was updated and adopted in December of 1999. The 1999 Bike Plan updated the County's list of existing and proposed bicycle routes, and both the City's and County's project implementation summaries.

### **County of Del Norte Project Study Report (For 2002 STIP Projects Off the State Highway System): Hobbs Wall Multi-Use Trail**

This project feasibility study was done for the Hobbs Wall Multi-Use Trail (East) Project (535-DN-0-CR-HOBBS WALL), which proposes to construct along the old Hobbs Wall Railroad right-of-way an approximately 2.2 mile multi-use recreation and commuting path with adjacent equestrian trail.

## **APPENDIX B**

### **Public Draft Comments And Responses**

List of Respondents (listed alphabetically by agency or last name):

- |   |                            |
|---|----------------------------|
| (1) California Department of Parks and Recreation<br>(Andrew T. Ringgold and Richard C. Sermon) | December 12, 2002 Letter   |
| (2) California Department of Transportation<br>(Cheryl Willis)                                  | February 18, 2003 Letter   |
| (3) City of Crescent City (Diane Mutchie)   | December 2, 2002, Letter   |
| (4) County of Del Norte (Heidi Kunstal)   | December 18, 2002 Letter   |
| (5) Bryan Jacot   | January 9, 2003 Phone call |
| (6) Richard M. Miles  | (no date) 2003 Letter      |
| (7) Redwood Community Action Agency–<br>Natural Resource Services division (Jan Mathews)        | January 9, 2003 Phone Call |

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#### **(1) California Department of Parks and Recreation Andrew T. Ringgold and Richard C. Sermon**

**United States Department of the Interior  
California Department of Parks and Recreation**  
Redwood National and State Parks  
1111 Second Street  
Crescent City, California 95531

D18 (Trail Plan)

December 12, 2002

Susan Morrison, Director  
Del Norte Local Transportation Commission  
508 H Street, Suite I  
Crescent City, California 95531

Dear Ms. Morrison:

We have reviewed the Draft Del Norte County and Crescent City Bicycle Facilities Plan dated November 19, 2002. The draft document is a comprehensive and well-written plan that clearly describes current and planned bike facilities

We have a few corrections and comments that we feel would improve coordination between this plan and the Redwood National and State Parks (RNSP) trail plan currently being developed.

In "Table 2.6 Proximity of Public Facilities to Bikeways", under the Facility column, there are entries for "Crescent Beach", "Redwood National & State Parks – Enderts Beach", and "Redwood National & State Parks – Jedediah Smith." We would like to make you aware of slight differences between the place names used in this plan and those used by the National Park Service (TIPS) and the California Department of Parks and Recreation (CDPR) for the locations of visitor facilities in the parks. Although the primary audience for the bike plan is local, people who know these areas, there might be situations, e.g. grant proposals or funding requests, where it would be important to know what place name a managing agency uses for a location or facility.

The NPS identifies its picnic area off Enderts Beach Road as the "Crescent Beach Picnic Area" and refers to the beach in this area as Crescent Beach to distinguish it from Enderts Beach and South Beach. Enderts Beach is the name used for the beach at the southern end of Enderts Beach Road, where the NPS maintains a trailhead for the Coastal Trail. Under the 2000 RNSP *General Management Plan/General Plan*, the NPS proposes to redesign the existing picnic area at Crescent Beach. Our draft trail plan discusses this proposal in conjunction with developing a new trailhead in the Crescent Beach area for the Coastal Trail. The distinction between the NPS Crescent Beach picnic area and the Enderts Beach trailhead will become important as the NPS applies for funding to redesign and improve the current Crescent Beach visitor area and incorporate another trailhead for the Coastal Trail.

Table 2.6 uses the entry "n/a" to indicate that there are no existing or proposed bike facilities at "Enderts Beach."

**LTCO Response:** In Table 2.6, the facility name for "Redwood National & State Parks–Enderts Beach" has been changed to "Redwood National State Parks–Crescent Beach" and the Located on Proposed Bikeway column, the "n/a" has been replaced with "Coast-to-Caves." (See following response depicting revised table columns.)

More than ten miles of the Coastal Trail through RNSP between the Enderts Beach parking area and the junction of the trail and Highway 101 at Last Chance Grade are open to bikes. The redesign of the NPS visitor area at Crescent Beach will include additional trails, and provisions for the Coastal Trail will be a primary planning objective. Enderts Beach Road between Crescent Beach and Enderts Beach could be designated as a class 3 bike route from the Highway 101 intersection to the Enderts Beach trailhead. Designating the existing paved road as a bike route would reduce development costs and potential conflicts between hikers and cyclists, while increasing the recreational opportunities in this area of RNSP.

Table 2.6 correlates the facility "Redwood National & State Parks - Jedediah Smith" with the proposed bikeway "*Hobbs Trail East/Howland Hill Rd.*" Figure 5 shows the Hobbs Trail ending

at the Mill Creek Horse Trailhead and notes that Howland Hill Road leads to "Redwood National and State Parks". Table 2.6 would be more accurate if the "Facility" for the *Hobbs Trail East/Howland Hill Road* read "Redwood National & State Parks - Howland Hill Road".

**LTCO Response:** This column in Table 2.6 has been revised as follows (only partial table shown):

Facility	Located on Existing Bikeway	Located on Proposed Bikeway	Nearest Existing ( <i>or Proposed</i> ) Bikeway (in miles)
Redwood National & State Parks – Crescent Beach	n/a	Coast-to-Caves	0.53 to Humboldt Road/ Hwy 101 intersection; (2.0 to Coastal Trail south)
Redwood National State Parks – Howland Hill	n/a	Coast-to-Caves	(0.20 to Hobbs Trail East/Howland Hill Rd)
Smith River National Recreation Area	n/a	Coast-to-Caves	

In Table 4.2 "Implementation..." under the last entry in the Hobbs Wall Trail section on page 4-2, change "Jedediah Smith Redwoods State Park" to "Redwood National and State Parks."

**LTCO Response:** Table 4.2 has been revised as suggested.

The first part of Howland Hill Road in RNSP is on national park land. Local readers are also very familiar with Howland Hill Road, and would have a better idea of the actual location of the bike facility. We have a minor concern that some readers might interpret "Jedediah Smith" (Table 2.4) or "Jedediah Smith Redwoods State Park" (Table 4.2) to mean that there are additional bike trails available in the state park. Park roads, including Howland Hill Road, and the Little Bald Hills trail arc open to bikes but none of the other existing trails in Jedediah Smith Redwoods State Park is open to bikes.

At the bottom of Table 2.6, the Smith River NRA is included in "Other Destinations". The NRA is east of Highway 101 [identified in the table as "PCBR Hwy 101 and is not adjacent at any point to the highway or the Pacific Coast Bike Route as it is described on page 2-7.

**LTCO Response:** Table 2.6 has been revised as suggested (see depiction of table columns above). The referenced description on page 2-7 was not found.

Page 2-7 also refers to "State Route 101." Highway 101 is a US highway, not a state highway.

**LTCO Response:** All references to "State Route 101" or "SR 101" have been changed to "Highway 101."

Table 2.6 notes that the NRA is located on the proposed Coast-to-Caves bike route. The Coast-to-Caves route also passes through RNSP on Howland Hill Road. We suggest that the Smith River NRA entry be moved to the "Parks and Beaches" section following the "RNSP Jedediah Smith" entry and that both the RNSP and NRA entries include Coast-to-Caves under the "Located on Proposed Bikeway" column. This will emphasize the geographical and recreational connections between the parks and the recreation area.

**LTCO Response:** The suggested change has been made (see above).

Although we are trying to emphasize the unity of RNSP rather than the separate identities of the four park units that comprise RNSP, there are occasions when it makes more sense to name each unit separately. On page 2-15, under Hobbs Wall Trail, there are two references to Jedediah Smith Redwoods State Park. The text should refer to the state park by its full name "Jedediah Smith Redwoods State Park" or as "Jedediah Smith state park"(lower case for state park), rather than "Jedediah Smith State Park" or "Jedediah Smith Park." In tables, the shortened name "Jedediah Smith" is acceptable to identify the specific park unit, e.g. "Redwood National and State Parks-Jedediah Smith".

**LTCO Response:** All references are now noted as "Jedediah Smith Redwoods State Park."

On page 2-22, in the third bullet, add "Redwood National Park" to the list of public lands to which bicycle access will be improved. We suggest that the three RNSP units be listed together, e.g, "Jedediah Smith Redwoods State Park, Del Norte Coast Redwoods State Park, Redwood National Park..."

**LTCO Response:** The text has been revised as suggested.

Tables 2.4 and 2.9 mention an existing class 3 route from "South Fork Road from Douglas Park/Stagecoach Trail (Hiouchi) to Big Flat Road (Gasquet)." We believe that was actually meant to refer to the route along the South Fork of the *Smith* River from the intersection of South Fork Road and Douglas Park Road to Big Flat on the South Fork. There is a Gasquet Flat Road but no Big Flat Road in Gasquet.

**LTCO Response:** In Table 2.4, the bikeway segment that included "Big Flat Road" has since been deleted. In Table 2.9, the reference has been changed to "From South Fork Road and Douglas Park Road intersection (along the South Fork) to Big Flat."

The 1999 draft policy document for the County general plan revision and the Smith River NRA map show Big Flat located on the South Fork of the Smith. The NRA map *shows that* County Roads 405 and 411 (French Hill Road) provide road access over French Hill between Big Flat on the South Fork and Gasquet on the Middle Fork. Humboldt Flat and French Flat are both shown on the NRA map as located above Gasquet on the south side of the Middle Fork of the Smith.

On page 4-5, in the last entry In Table 4.2, add "Park Rd." so the entry reads "South Fork Rd. from Douglas *Park Rd.* to Big Flat Rd".

**LTCO Response:** Table 4.2 has been revised as suggested.

We anticipate that our RNSP trail plan will be finalized in 2003. Our draft trail plan is complementary and entirely consistent with this draft Del Norte County and Crescent City Bicycle Facilities Plan,

We appreciate the opportunity to review and comment on this plan. We believe the coordination between this plan and the RNSP trail plan provides a solid planning background and demonstrates the cooperation among the park agencies, the County, Crescent City and LTCO needed to compete successfully for grants to implement the proposals.

Sincerely,

Andrew T. Ringgold  
NPS Superintendent

Richard C. Sermon  
State Parks Superintendent

cc: District Ranger, SRNR

**(2) California Department of Transportation – District 1**  
**Cheryl Willis, Deputy District Director**

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

GRAY DAVIS, Governor

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 1, P. O. BOX 3700  
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*Flex your power!  
Be energy efficient!*

February 18, 2003

Susan Morrison, DNLTC Director  
Del Norte Regional Transportation Agency  
879 J Street  
Crescent City, CA 95531  
(Cc Oona Smith Planwest)

Ms. Morrison:

We have reviewed the Draft 2003 Del Norte County and Crescent City Bicycle Facilities Plan Update and find that it meets the requirements of the California Bicycle Transportation Act. The following comments are provided for your consideration:

Page 2-4, third paragraph; the statement "...therefore, improvements required to establish bike routes on existing roadways can be minimal and low-cost. Shoulder widening may be advisable in some areas, but improvements could be limited to signing and installing pavement markings," should read, "...improvements such as signage and road markings can be low-cost, although shoulder widening may be advisable in some areas."  
Environmental constraints in Del Norte County have proven shoulder widening to be cost prohibitive in areas.

**LTCO Response:** The text has been revised as suggested.

Page 2-12, third paragraph; The statement "In addition, improvements are **recommended** for the Pacific Coast Bike Route along Route 101," should read "Improvement areas **identified**..."

**LTCO Response:** The text has been revised as suggested.



Page 2-13, Hobbs-Wall Trail, first paragraph, last sentence; "...and touring cyclists who wish an alternative to Route 101..." Please clarify if this is to be a paved trail. Touring cyclists may prefer a smooth road surface, and may not see a well-tamped gravel road/path as an alternative.

**LTCO Response:** The text has been revised to clarify that the trail will be paved.

Page 2-16, third paragraph, last sentence; "Caltrans has recommended approximately 10 miles of shoulder improvements on Route 101 in Del Norte County (Table 4.1)." should read "Caltrans has identified approximately 10 miles of Roadway, **with possible shoulder improvement needs** on Route 101 in Del Norte County."

**LTCO Response:** The text has been revised as suggested.

Page 2-19, Under the section "General Opportunities and Constraints", first bullet; "...Hobbs-Wall Trail and Coast to Caves Trail are examples of "multi-use" trails. Question: Are these to be **multi-use** (to include Equestrians) versus **non-motorized**? It appears the Hobbs-Wall Trail might be multi-use, however the Coast to Caves Trail appears to be specific to Bike/Pedestrian use.

**LTCO Response:** The text has been revised to read "non-motorized."

Page 3-1, Policies and Objectives, Policy I-2, Objective I-2a. "Support Caltrans development of **multi-use** shoulders on state highways to accommodate bicycle traffic." We recommend changing 'multi-use' to 'non-motorized'.

**LTCO Response:** The text has been revised as suggested.

Page 4-1, third paragraph, first sentence; "Table 4.1 lists the locations that Caltrans **recommends for shoulder improvements**," should read "Table 4.1 lists the locations that Caltrans has identified for possible shoulder improvement needs."

**LTCO Response:** The text has been revised as suggested.

Page 4-13, Table 4.6 FHWA Checklist of Bicycle Safety Improvement Projects, #11. Rural road, listed as a Possible Project; "...restrict use of **rumble strips** where bicycle traffic is expected, and on new construction and reconstruction..." This statement is **not** consistent with the Departments policy on Rumble strips. Rumble strips will be installed

in the shoulder of the travel way, dependant upon the width of the shoulder (2.4 meters or more) beyond the Fog Line (edge of travel way).

**LTCO Response:** A footnote has been added to include Caltrans' policy.

Page B-7, In response to Harold Kites telephone call, the statement "Caltrans provides a free District 1 Bicycle Touring Guide that covers the California Northcoast. For your information, and in response to this comment, the Caltrans District 1 Bicycle Touring Guide addresses bicycling on State facilities in the four counties that comprise District 1: Del Norte, Humboldt, Mendocino and Lake Counties."

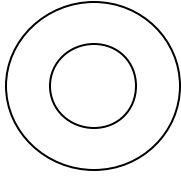
**LTCO Response:** Comment noted. No response required.

If you have any questions regarding these comments please feel free to contact me at the above number or Robert Syverson, of my staff, at (707) 445-6264 or by email at [robert\\_syverson@dot.ca.gov](mailto:robert_syverson@dot.ca.gov).

Sincerely,

CHERYL WILLIS  
Deputy District Director  
Transportation Planning, District 1

**(3) City of Crescent City**  
**Diane Mutchie, City Planner**



377 J STREET

CRESCENT CITY, CALIFORNIA 9531-4025

December 2, 2002

Susan Morrison, Director  
Del Norte Local Transportation Commission  
508 Street, Suite 1  
Crescent City, CA 95531

Subject: Draft Del Norte County and Crescent City Bicycle Facilities Plan Update

Dear Susan,

I want to thank you for all of the work that has been done on the update of the Bike Plan. It is quite a task trying to transfer so much information and update it as well. I know that you have worked hard to make the corrections which various staff people have sent you. At this time there are three last corrections which need to be made to represent the adopted City bike projects list.

- % Figure I - routes and facilities map: the K Street route is shown as jogging down 3rd St on to J Street and going from 2nd to the City limits. The K Street route runs along K Street From Front St to 9th St.

**LTCO Response:** The figure has been revised as suggested.

- % 9th St is shown as an existing Bike route. It is not, nor is it listed as a bike route by the existing adopted City Bike Route list. As this is a heavily trafficked street without bicycle markings it should be deleted.

**LTCO Response:** The figure has been revised as suggested.

- % Page 2-16- Other Planned Bikeway Improvements in Crescent City Planning Area; The Magruder St. Class I bike lane proposed between Elk Valley Rd and Kent St and the Harbor Cross Trail Class I crossing between the Harbor and Magruder Trails should both be included in this list.

**LTCO Response:** Both proposed improvements have been added to the list.

In closing I would like to note my concern regarding unclear Class 3 route references and discussions in the document. It appears to me that some assume that because there is a shoulder or fog stripe on a road that it is a Class 3 Route. Having worked on marking bikeways in the City and County I feel that it should be made clear that a Class 3 Route exists only when it is marked. References are made to Pebble Beach Dr. as an existing Class 3, which it is not, and to Northcrest south of Washington Blvd, which it is not. The former may be indicated as a future bikeway on the County/City lists but it is not marked at this time. (The arrow at Washington and Dale Rupert is a mistake never corrected which should point upwards as part of the Washington Blvd/Pt St George Class 3 Route). Northcrest Dr. south of Washington Blvd, however, is not on the adopted bike list of either agency. I feel that these distinctions are important because of the assumptions and liabilities which may be involved.

**LTCO Response:** The comments are noted. Responses follow.

- Commenter refers to Pebble Beach Drive and Northcrest south of Washington Blvd. as being referred to as Class 3 bikeways. Such references were not found in the Public Draft document. Figure 1 shows Pebble Beach Drive as a proposed bicycle route and does not show Northcrest south of Washington as a bikeway (either existing or proposed). (Figure 1 does show Northcrest north of Washington as an existing route as it is part of the existing Pacific Coast Bicycle Route.)
- Proposed improvements to Pebble Beach Drive are listed in Table 2.7 Planned Bikeway Improvements to the Harbor, Lighthouse, and Pebble Beach Segments of the Coastal Trail; improvements are also listed in Table 4.2 Implementation of Proposed Bikeway Projects.
- The commenter refers to an “arrow at Washington and Dale Rupert.” The arrow referred to could not be located in the document.

Thanks again for the opportunity to comment. I would appreciate receiving a copy of the final Plan for use in grant applications.

Diane Mutchie  
City Planner

**(4) County of Del Norte**  
**Heidi Kunstal - Long Range Planner**

**COUNTY OF DEL NORTE**  
**COMMUNITY DEVELOPMENT DEPARTMENT**  
**981 H STREET, SUITE 110**  
**CRESCENT CITY, CALIFORNIA 95531**

December 18, 2002

Susan Morrison, Director  
Del Norte Local Transportation Commission  
508 H St., Suite 1  
Crescent City, CA 95531

Re: Comments on the *Del Norte County and Crescent City Bicycle Facilities Update Plan, Public Draft, November 2002*.

Dear Susan,

Del Norte County has prepared the following comments on the *Del Norte County and Crescent City Bicycle Facilities Update Plan, Public Draft, November 2002*.

**LTCO RESPONSES:** All of the County's following suggestions have been incorporated into the Final Plan, as indicated by a "✓" to the left of the comment.

- ✓ **Figure 2 (page 1-5)**  
Moorehead Road should be shown as a "proposed" bike route not an "existing" bike route.
- ✓ **Figure 3 (page 2-5)**  
In previous comments we have referred to our goal to have the Pacific Coast Bike Route (PCBR) relocated from Oceanview Dr. to Highway 101 (in the SmithRiver area). We asked that this be reflected on the maps, which it is. County staff has since attended a workshop presented by a consultant hired by Caltrans to assess the PCBR. We provided verbal comments at the meeting regarding this issue with the hope that it may influence the relocation of the route to the Highway. Until such decision is made, the map should reflect the actual condition. We would suggest that a text box similar to what is on the map be added that states that this area is proposed for relocation to Hwy. 101.

It came to our attention that the tables referring to existing bikeways in the various planning areas were not accurate. On the following pages are recommended changes to several tables.

**Table 2.3 - Other Existing Bikeways in the Crescent City Planning Area (page 2-8)**

- ✓ Eldorado Street from Hamilton Avenue to Del Norte High School - Class 3 – no signs and/permanent markings were observed that designate the road segment as a bicycle route - recommend deletion.
- ✓ Hamilton Avenue from Inyo Street to Eldorado St. (north side only) - Class 2- recommend addition to list.
- ✓ Inyo Street from Hamilton Avenue to Washington Blvd - Listed as a Class 3 but is actually a Class 2.

**Table 2.4 Existing Bikeways in Del Norte County (page 2-11)**

- ✓ Railroad Avenue from Parkway Drive to Boulder Avenue, to Elk Valley Crossroad-Class 2 - does not qualify as a Class 2 or Class 3 - recommend deletion.
- ✓ Blackwell Lane from Northcrest Drive to Railroad Avenue - Class 3 - no signs/and or permanent markings were observed that designate the road segment as a bicycle route - recommend deletion.
- ✓ Riverside Street from Washington Blvd. To Dead Lake - no signs and/or permanent markings were observed that designate the road segment as a bicycle route - recommend deletion.
- ✓ Old Mill Road from Northcrest Drive to Dillman Rd. - no signs/and or permanent markings were observed that designate the road segment as a bicycle route - recommend deletion.
- ✓ Rowdy Creek Road from Highway 101 to Smith River National Recreation Area - no signs/and or permanent markings were observed that designate the road segment as a bicycle route - recommend deletion.
- ✓ Gasquet Flat Road from Highway 199 to Middle Fork - no signs/and or permanent markings were observed that designate the road segment as a bicycle route - recommend deletion.
- ✓ Kellogg Road from Lower Lake Rd. to Beach - no signs/and or permanent markings were observed that designate the road segment as a bicycle route - recommend deletion.
- ✓ Elk Valley Crossroad from Elk Valley Road to Lake Earl Drive - no signs/and or permanent markings were observed that designate the road segment as a bicycle route - recommend deletion.
- ✓ South Fork Road from Douglas Park/Stagecoach Trail (Hiouchi) to Big Flat Road (Gasquet) - no signs/and or permanent markings were observed that designate the road segment as a bicycle route - recommend deletion.

**Table 4.2 Implementation of Proposed Bikeway Projects (pages 4-3 and 4-4)**

- ✓ Under Additional Routes in Crescent City Planning Area (page 4-3), we would like to add Hamilton Avenue from Inyo St. to Eldorado St. (south side only). It is very important that this addition be included in the final Plan. As such we are suggesting the following:

Description	Existing Conditions	Proposed Improvements	Responsible Agency	Cost in 2002 Dollars	Target Construction Year	Potential Funding Source
Hamilton Ave. (Inyo St. to Eldorado St. (South Side))	Follow existing roadway	Class 2	County	85,800	03/04	BTA

- ✓ From Page 4-4, Old Mill Road from Northcrest Drive to Dillman Rd. and Morehead Rd. from Lake Earl Drive to Lower Lake Rd. are both listed as Class 3 bike routes under the existing conditions. Neither road segment has signs/and or permanent markings designating them as bicycle routes. We recommend changing the existing condition to "Follows existing roadway".
- ✓ In the comment letter you received from Diane Mutchie, City Planner, there are several references to County road segments which may be mistakenly identified as Class 3 bikeways in the Update. Although I could not find them referenced as such in the Update, the County concurs that neither Pebble Beach Drive nor Northcrest Drive from Washington Blvd. south of the City Limits are Class 3 bikeways. If they are referenced as such, we would like the reference removed.

Thank you for your consideration of our comments. If you have any questions regarding our comments please feel to call.

Sincerely,

Heidi Kunstal  
Long Range Planner

Cc: Ernie Perry, Director of Community Development  
Tina McClendon, Deputy Director of Community Development

**(5) Bryan Jacot**  
**January 9, 2003 Phone Call**

- The Hobbs Wall north trail is one of the most important projects for which local agencies should seek funding. It's key to a county-wide system of interconnected routes.

**LTCO Response:** This trail is now listed as a priority in the plan's implementation plan. A first step in moving the project forward would likely be a feasibility study because key issues and potential cost are unknown at this time.

- The Dr. Fine Bridge is one of the most dangerous locations in Del Norte County – as bad as the tunnel on Highway 199.

**LTCO Response:** LTCO has received several comments regarding Dr. Fine Bridge and recognizes it as an existing safety issue for bike and pedestrian traffic. In response to previous comments, the Plan was revised to include Dr. Fine Bridge in Chapter 2 under “General Opportunities and Constraints:”

- Many portions of Highways 101, 199, and 197, including the Dr. Fine Bridge just south of Hwy 197, have narrow shoulders, truck traffic, and/or limited lines of sight. These factors limit bicycling opportunities and safety for residents of the area's outlying communities (Klamath, Smith River, Hiouchi, and Gasquet), which are reached primarily by these state highways.

**LTCO Response:** LTCO , has initiated discussions regarding moving forward with safety improvements to the bridge. Communication regarding potential improvements and funding these improvements is now ongoing.

- Pebble Beach Dr. is a centerpiece road for Del Norte and should be given high priority for improvements.

**LTCO Response:** LTCO concurs and has recently funded a feasibility study for the county portion of this road that is the necessary first phase in any improvement plan. Future work will be dependent upon the results of the feasibility study and ability to secure funding for subsequent phases.

- Routes that connect to the harbor should also be high priority – with additional connections to beachfront park and Pebble Beach Dr.



**LTCO Response:** LTCO concurs. A phased plan for preliminary phased plan for development in this area is included in the implementation section of the plan.

- Bicycling is an exploding sport and Bryan thinks that Del Norte is one of the most attractive biking destinations in the region. Making sure that routes are clear to riders and connect logically is key to improving the route system here. There are lots of places where routes do not connect well.

**LTCO Response:** Connecting routes with each other and with other modes of transportation is a LTCO priority. This priority is reflected in Policy I-2 (and its Objectives) which states “LTCO supports the construction of bicycle facilities that connect work, school, shopping, recreation and other activity centers.”

**(6) Richard M. Miles**  
**2003 Letter (not dated)**

Richard M. Miles  
608 G Street, Apt. 2  
Crescent City, CA  
707-464-1131

Del Norte Local Transportation Commission  
508 H Street, Suite I  
Crescent City, CA 95531

Dear Ms. Morrison

It is my hope that in 2003, that the Del Norte Local Transportation Commission would look into three issues the demand looking into.

- 1 . The issue of young people and people like me who use Washington Ave bike path who cannot safely ride that area. How many more young people need to be run over before the county makes the speed limit 25 miles an hour from the Airport to Northcrest Drive.

**LTCO Response:** Safe routes for all modes of transportation is a priority for LTCO, the City of Crescent City, and the County of Del Norte. As the commenter noted, setting speed limits for Washington Avenue is under the jurisdiction of the County; this is outside the scope of the *Bicycle Facilities Plan Update*. The comment has been passed on to appropriate staff at the County.

2. I also feel that with the design of the new bike paths from the Harbor to Pebble Beach the legal issue of public access to our beaches come into play. The commissioner should be addressing this issue with any Design Planning. I do believe that Crescent City forgot about this on its Howe Drive Bile Path. I do not see any ADA Standards.

**LTCO Response:** Development of all new bike ways will follow all applicable public access and ADA requirements. The LTCO would only support bike path designs that did not obstruct public access to beaches.

3. Finally, I have some big issues with the local bus company. Unclean bus stops and no garbage can at their stops. I have more than once see drivers away (*sic*) from the Culture Center as people were crossing to the street. I believe that commissioners and you need to oversee their contract better.

**LTCO Response:** This is outside the scope of the *Bicycle Facilities Plan Update*.

Thank you for your time,

Richard M Miles

**(7) Redwood Community Action Agency Natural Resources Services Division**  
**Jan Mathews, January 9, 2003 Phone Call**

This comment was received during a conversation discussing the content of the content of the Draft Pacific Coast Bike Route Study.

- Del Norte County staff recommends, and the Pacific Coast Bike Route Study proposes that the Oceanview Drive route designation be removed, and that the PCBR officially revert back to State Route 101.

**LTCO Response:** Because of safety issues, LTCO concurs with the proposal that the Pacific Coast Bike Route officially revert back to Highway 101.

## **APPENDIX C**

### **Responses To Initial Comments Received on the Del Norte & Crescent City Bicycle Facilities Update 2002**

List of Respondents (listed alphabetically by agency or last name):

- |   |   |
|---|---|
| (1) California State Parks (Richard Sermon) | September 19, 2002 E-mail               |
| (2) Friends of Del Norte                    | September 20, 2002 Letter               |
| (3) Kevin Hartwick                          | September 16, 2002 Meeting              |
| (4) Sandra E. Jerabek                       | September 20, 2002 Letter               |
| (5) Harold Kite, Kite Bikes                 | October 1, 2002 Telephone Call          |
| (6) Dr. Don Micheletti                      | September 11, 2002 Telephone Call       |
| (7) Tedd Ward                               | September 18, 2002 Letter               |
| (8) Michael Zing                            | September 19 & 30, 2002 Telephone Calls |

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#### **(1) CALIFORNIA STATE PARKS**

Richard Sermon  
September 19, 2002 E-mail

Re: Figure 1. (Crescent City Planning Area Existing & Proposed Bicycle Routes and Bicycle Parking Facilities) & Figure 2. (Del Norte County Existing & Proposed Bicycle Routes)

- (1a) The wording “State Parks to Connect” in the area between Riverside Drive and Old Mill Road sets up an expectation that State Parks will connect these two roads with a trail and that it is already agreed upon. The wording needs to be changed and should include something to the effect that the subsequent connection of these two roads with a bicycle route through State Parks would be subject to future planning by State Parks and a finding that the trail route is physically feasible. This sandy area presents some challenges for a bike route.

Andy (Ringgold, of NPS) and I have discussed this and these are our initial comments.

**RESPONSE:** The reference “State Parks to Connect” (on Figure 1) has been changed to “Potential future State Parks trail, if feasible”

## **(2) FRIENDS OF DEL NORTE**

September 20, 2002 Letter

### **COASTAL TRAIL**

The Coastal Trail will involve many serious environmental conflicts. There are four basic components to the coastal trail: the South Beach segment, the Harbor-Town segment, the Pebble Beach Drive segment, and the Point St. George Bluff segment.

#### **(2a) South Beach segment of coastal trail**

Designs for the South Beach segment have been studied and planned. The south beach segment plan is strongly opposed by the Surf Riders Association. This area is a very popular surfing beach. The study plan positions rip-rap along the beach to control erosion and elevate the trail. Opposition is based on aesthetic and parking issues. The visual beauty of the beach will be degraded by long stretches of rip-rap that would face the beach. This area is a Highly Scenic coastal area. Currently a raised vegetated dune has been used to buffer Hwy 101 from erosion. This current dune buffer is eroding. Any trail or erosion control plans should resolve aesthetic and functional issues. The transformation of tough and wild beauty into a more formal and urbane appearance is a concern. Also, there would be a substantial reduction of available parking because of formal design requirements by Cal-Trans in contrast to available parking on an informal basis.

**RESPONSE:** The proposed Coastal Trail at South Beach would be immediately adjacent to Highway 101, and therefore would not adversely impact parking and aesthetics at the beach.

#### **(2b) Harbor-Town segment of coastal trail**

There does not appear to be significant aesthetic issues or environmental issues along this segment.

**RESPONSE:** No response required.

#### **(2c) Pebble Beach Drive segment of coastal trail**

The current preliminary design plans for this segment require that rip-rapping and buttressing along the failing cliff will be necessary to support a bike trail that extends west of the current roadway. Cal-Trans requirements will probably necessitate that the trail extend west of the current roadbed. The erosion problem along Pebble Beach Dr. is severe, and will require some corrective action to maintain the current roadway, even without the trail extension. The Friends of Del Norte opposes a Pebble Beach Drive segment that has a service life of less than 50 years, and that requires extensive bluff afternoon. Such westerly extensions compound an already difficult erosion engineering problem. Other coastal communities have unwisely invested in expensive bike trails along eroding cliffs, trails that have a short service life, and have proved to be poor investments.

Pebble Reach Drive is so narrow that there is not enough room for a bike trail without significant visual degradation to a Highly Scenic coastal area. Due to Cal-Trans requirements, the current trail design involves the removal of visually aesthetic vegetation, removal of graceful landmark scenic and native trees that hang onto the cliff edges. The removal of these highly scenic character trees and other greenery, will result in a more sterile and visually unpleasing causeway.

The Friends of Del Norte suggest converting part of Pebble Beach Drive to a one-way street. Conversion to a one-way street may provide the room that is necessary for a bike trail. This would be an inexpensive alternative solution to the erosion problems along Pebble Beach Drive. The one-way Pebble Beach Dr. could extend north to link with Pacific Avenue, where cross streets provide access back to Pebble Beach Dr. Pacific Avenue is also a convenient link as an already existing bike trail.

Current bike path design plans require widening onto the easterly side as well as the westerly side. Thus, there will be narrowing of the front yards of homes that line the street. In some places, homes are just several feet from the roadway. There is likely to be strong opposition to encroaching onto such small front yards, although right-of-way does exist.

**RESPONSE:** The LTCO TAC is not in favor of converting part of Pebble Beach Drive to a one-way street. A feasibility study for Pebble Beach Drive pedestrian and bicycle access is currently underway, and would be an appropriate place to address the one-way street concept.

**(2d) Point St. George Bluff Segment of coastal trail**

The Friends of Del Norte strongly opposes a bike trail along the bluffs of Point St. George. Vehicle and bike access already exists along Radio Road., the road that goes to the end of the Point. Enhancement of bike travel should be along this already existing roadway, which carries very light traffic and has clear line of sight visibility. It is redundant to have another bike path along the bluff, because the bluff parallels the road. The bluff is only a few hundred feet away from Radio Road, and furthermore, there already exists walkways to the bluff from several access points along Radio Road.

The current bluff trail is pedestrian friendly. It is very narrow, and is edged by thickets of tall wild flowers and other native coastal vegetation; the current bluff trail traverses a steep incline, and follows the cliff edge closely. It would be inappropriate to have fast bicycle traffic along the edge of the cliff, where visitors slowly stroll, admiring the wildflowers that line the path, and linger for views from the cliff edge. Widening, paving and fast bicycle traffic would impact wildflowers, introduce a public safety hazard along the cliff edge and on the steep fracturing and eroding incline; and change the splendid character of the current trail. The beginning of the current pedestrian trail delicately meanders through a wetland and willow thicket, which is a secretive hiding spot for migrant birds. This spot is renown as a migrating bird vagrant trap, and should be avoided, thus remaining minimally impacted. Widening, paving, and fast bicycle traffic would impact this wetland and destroy the serene character of this special natural spot.

**RESPONSE:** A detailed plan for the Coastal Trail does not exist. Paving would be addressed by the implementing agency as an environmental issue. In concept, it is agreed that a parallel Class III bike path exists and a paved path along the bluffs may not be desirable.

(2e) **HOBBS WALL TRAILS**

The Hobbs Wall Trail will be discussed as two segments: Howland Hill Rd. to downtown and North Hobbs Wall.

**Howland Hill Road to downtown segment of Hobbs Wall trail**

The Friends of Del Norte supports this segment. This trail segment connects the densely populated Bertsch Tract area with the downtown. This segment will make biking commutes pleasant and safe, by redirecting bike travel away from busy Highway 101. This segment traverses the Elk Creek drainage, and should be carefully routed to minimally impact wetlands and creek.

**North Hobbs Wall trail**

The North Hobbs Wall trail segment also has the potential to make biking commutes pleasant and safe, by connecting the residential areas of North Crescent City with the downtown and redirecting bike travel away from Highway 101. The swatch of the north trail from downtown to Parkway traverses unfamiliar, and undeveloped wild territory, the Elk Creek Valley. This segment has the potential to significantly impact wetlands and creek. Further information about this segment is needed to evaluate these impacts.

**RESPONSE:** LTCO acknowledges the commenter's support for the proposed Hobbs Wall Trail. An environmental assessment will be required as part of the trail's development.

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**(3) KEVIN HARTWICK**

September 16, 2002 Meeting to discuss plan

- (3a) Development of truly multi-use trails is important. When planning for bicycles, we should also be thinking about opportunities for hikers and horse riders.

**RESPONSE:** LTCO supports the development of multi-use trails: Policy Objective I-1c is "Conduct a study of the urban area that assesses the adequacy of multi-use trail facilities, and provides a multi-use trail plan for the urban areas." The TAC has also noted that bicycles and equestrians have different trail needs. Potential conflicts will be researched and addressed for later presentation.

- (3b) Hobbs Wall Trail – North Segment from 2<sup>nd</sup> Street to at least the Fairgrounds is crucial to development of regional trail network. The problem right now is that horses must be loaded back into trailers and driven to trail locations from Fairgrounds. There are no trails that lead directly from the Fairgrounds.

**RESPONSE:** The connection of Hobbs Wall Trail with the fairgrounds would be accomplished via the proposed Hobbs Wall North trail.

- (3c) The Fair Board already has horse stabling facilities and camping facilities at the Fairgrounds. The Board's number 1 priority is to develop an indoor event center and they are very interested in the idea of a regional trail network that connects at the Fairgrounds. The Board may consider new and enhanced camping facilities and these may be a great match to an expanded trail network.

**RESPONSE:** The comment is noted; no response required.

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**(4) SANDRA E. JERABEK**

Nature & Heritage Tourism Developer and Consultant  
September 20, 2002 Letter

Dear Susan:

RE: Bicycle Facilities Plan Update

I am writing as one who enjoys mountain biking, occasional horseback riding, and mostly just walking, hiking and jogging. As you know, I also have a great interest in nature and heritage tourism, and in attracting niche market visitors who have relatively generous disposable incomes to draw on in contributing to our economy during their visits. It is not necessarily that we need more visitors, but we need visitors who will stay for a while and spend money!

It is my understanding that although your current focus is the bicycle plan, there is some room here for discussion of multi use trails and connectors as well, i.e. horse and pedestrian trails. Of course multiuse trails are more efficient, and should be used whenever possible. They also create user clashes and conflicts, which I urge LTCO to be sensitive to.

- (4a) In any case, it would be really great to see LTCO take the lead on planning and actualizing horse trails as well as bicycle trails, and multiuse trails wherever possible -- that is, all non-motorized use trails. This would be a great service to the community, and would help create much-needed infrastructure for attracting certain kinds of tourism. In terms of user clashes or conflicts: horses and bicycles have some conflicts, because bicycles are silent and may startle horses. As a walker, I prefer to be away from both bicycles (because they tend to go too fast, are dangerous, and are silent and startle me as well) and horses (trail erosion and deposits). And then all groups ideally prefer to be away from cars and road noise, so it ends up being quite a challenge accommodating everyone. I suggest looking at some well-established multi use trails elsewhere to see how they have worked things out. I am most familiar with the Sacramento/American River bike trail, which is very heavily used and extremely hazardous due to multi use.



Basically bicycles seem to dominate that trail because they travel at such aggressive speeds.

**RESPONSE:** LTCO supports new and improved multi-use trails whenever feasible. For the Bicycle Facilities Plan Update, planning horse trails is outside the scope of the Plan. However, the TAC has noted that bicycles and equestrians have different trail needs, and potential conflicts will be researched and addressed for later presentation.

- (4b) In terms of attracting and enhancing tourism, it would also be very worthwhile for LTCO to conduct a little research into what best attracts organized bike tours (the kind that book through agencies such as BackRoads) and organized horse rides. What kind of trails and facilities are they looking for? Which are we lacking? How could we plan for these facilities to make them most attractive and competitive? Both of these visitor groups have the potential to spend generously during their stay at least on restaurant meals, shopping and to some extent lodgings. At least the bike tours that I am familiar with do not generally camp but stay in specialty lodgings, which may be rustic (e.g. Patrick Creek Lodge) and eat and drink very well in relatively expensive restaurants each evening.

These organized trips seem to attract people from big cities who have very healthy disposable income. I am less sure about the horseback riding groups and clubs, but it seems that owning horses is relatively expensive and might be an indicator of ability to spend money in the community during vacations. We would do well to attract some more of this organized activity to our area, and the more we can offer them scenic, safe trails (preferably with long sections away from car traffic and noise) the more appealing it will be for them.

Another related issue to explore would be that of Horse Ride facilities that may be needed to bring more western states riding groups into our area. In my experience, these groups can be quite large, and adequate staging and camping areas are needed, and may be lacking here.

I am always thinking about attracting tourism niche markets, and I encourage LTCO to consider this aspect in its planning process. Tourists are not some generalized group of people, but rather can be categorized as a series of niche markets. The better we understand and cater to each of these, the more varied and successful will be our tourism economy in the long run.

**RESPONSE:** LTCO supports tourism development; however, the suggested research is beyond the scope of the bicycle plan.

- (4c) In this spirit, I would strongly encourage LTCO to take the lead in obtaining funding to finally begin developing the Coast to Caves bike trail, and to explore extending and actualizing the Hobbs Wall Trail North. These scenic trails could help attract these

tourism niche markets to our County. LTCO could play a leadership role which no one else seems able to provide.

**RESPONSE:** The TAC/LTCO strongly supports the development of these trails. At this time, however, it is not known where the projects would fall on a funding priority list. LTCO also supports actively seeking all sources of funding that implement the Plan (Policy II-1).

(4d) In planning, care should always be taken to avoid any new or additional fragmenting of wildlife habitat and wildlife corridors. Whenever possible, new construction, such as of bridges over Elk Creek, should be protective of fish and be aesthetic. Many visitors will see these, whether they are biking or not.

Only one negative comment on the plans that I have seen so far: Construction of any kind, including a bike trail, on ocean bluffs is to be avoided, particularly and absolutely where the bluffs are relatively natural and/or not yet rip rapped. Creating a need for the future rip rapping of cliffs, as all cliffs do eventually erode, is to be avoided because rip rap interferes with the natural processes of creating ocean beaches, etc. The proposed construction along the cliffs or out on the bluffs of Pt. St. George seems like a bad idea for this reason alone.

It would also interfere with birdwatching from the bluffs, which is very popular, and pedestrian use, which is currently fairly common and should probably be better channeled with a very low key dirt surface designated walking trail. Any trail out there may of course also have issues with rare and endangered plants and wildlife. Having said this, I am not sure where to recommend putting the bike trail out there; certainly this will be studied during the planning process for the entire Point that is envisioned once the County's acquisition is completed.

**RESPONSE:** Development of all new trails and trail improvements will follow all applicable environmental review and mitigation requirements. Proposed trail plans would include opportunities for public review and comment. A detailed plan for the Coastal Trail (which includes the Pt. St. George segment) does not exist. Paving would be addressed by the implementing agency as an environmental issue. Improvements to the trail near Pt. St. George are currently planned only for segments that follow existing streets. In concept, it is agreed that a parallel Class III bike path exists and a paved path along the bluffs may not be desirable.

Thank you for your time and consideration. It is really great to have LTCO revisiting the bike trail plan and multi use trail issues.

Sincerely,  
Sandra E. Jerabek  
Nature & Heritage Tourism Developer and Consultant

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**(5) HAROLD KITE**

Kites Bikes

October 1, 2002 Telephone Call

(5a) Development of service guide for area bikeways should be high priority.

**RESPONSE:** Caltrans provides a free District 1 Bicycle Touring Guide that covers the California Northcoast. Development of a new guide is outside the scope of the Bicycle Facilities Plan Update.

(5b) 197/199 are treacherous for bicyclists and should be improved with widened shoulders.

**RESPONSE:** Highways 197 and 199 are under Caltrans' jurisdiction. These roadways will be included in the plan and the issue is being discussed with Cal Trans staff.

(5c) Wonderstump is a great connector route and key to development of network but dangerous because of narrow shoulders and deep wide ditches.

**RESPONSE:** Wonderstump is a narrow and problematic bicycle route. An alternative route to Wonderstump exists along Lake Earl Drive.

(5d) Dr. Fine Bridge is incredibly dangerous for bicyclists and needs improvements to accommodate bicyclists as soon as possible.

**RESPONSE:** LTCO recognizes Dr. Fine Bridge as an existing safety issue for bike and pedestrian traffic. The Plan has been revised to include Dr. Fine Bridge in Chapter 2 under "General Opportunities and Constraints." The revised text reads:

Many portions of Highways 101, 199, and 197, including the Dr. Fine Bridge just south of Hwy 197, have narrow shoulders, truck traffic, and/or limited lines of sight. These factors limit bicycling opportunities and safety for residents of the area's outlying communities (Klamath, Smith River, Hiouchi, and Gasquet), which are reached primarily by these state highways.

The bridge, however, is under the jurisdiction of Caltrans and is therefore a State responsibility. LTCO is discussing the issue with Caltrans staff and will address the issue further in the final Bike Plan.

(5e) Idea of using rail corridors as bike paths is a great one. These would be ideal for children who can't ride safely on busy streets and could be an important way of attracting RV tourists (who often carry bicycles) to stay longer rather than driving right through town.

**RESPONSE:** LTCO supports the proposed Hobbs Wall Trail. The Hobbs Wall Trail will convert a portion of an abandoned railroad right-of-way to a multi-use trail. The County is scheduled to receive funding and begin construction in fiscal year 2006/07.

- (5f) There should be more visible bike route signs and obvious ways to get information about bicycling in Del Norte.

**RESPONSE:** Comment is noted. LTCO supports bicycle facility improvements that increase convenience and safety, including developing bikeways that comply with bikeway standards of the Streets and Highways Code (LTCO Policy I-3).

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**(6) DR. DON MICHELETTI**  
September 11, 2002 Telephone Call

- (6a) Generally, maps of the proposed route system look very good.

**RESPONSE:** Comment noted; no response required.

- (6b) American River Bike Trail, Sonoma Valley, South Lake Tahoe and Diamond Lake are all examples of fine bike projects/planning that he would like to see more of here.

**RESPONSE:** LTCO will see if the identified plans are easily available for review.

- (6c) Hobbs Wall multi-use trail looks very good. It needs to be extended with connecting routes as much as possible.

**RESPONSE:** LTCO supports the development of a trail network that maximizes connections. LTCO supports the construction of bicycle facilities that connect work, school, shopping, recreation, and other activity centers (Policy I-2).

- (6d) A bike route from the Lake Earl Dr./South Bank Road intersection (near Highway 101) along South Bank Road and through its east terminus to the public land to the east would be ideal. Dr. Micheletti is a strong advocate of this route. He believes it may be possible to acquire private land or use existing public land to make this connection to RNSP.

**RESPONSE:** TAC discussed this concept; follow-up with State and National Parks is planned to discuss feasibility.

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**(7) TEDD WARD**

September 18, 2002 Letter

Dear Susan:

As a regular bike rider, I was pleased to have the chance to review the Draft Bicycle Plan. It looks good. I find several of the route concepts very exciting, and I look forward to riding them.

To me, three factors make promoting and facilitating bicycle riding more essential than ever before. First, global climate change is a fact, and the best way to responsibly address this issue is to reduce our fuel consumption bikes are better for the planet, Second, as our regional economy continues to transition from an extractor-based economy to a tourism-based economy, we have the opportunity to develop world-class bike trails to facilitate the appreciation of this area by resident and children the poor, people tourist alike. Finally, bikes are essentially accessible to nearly everyone who do not have cars or licenses, people who do not yet speak English or who are illiterate and so well-planned bike routes are one of the essential basic public services of communities in developed countries.

My comments follow.

- (7a) The bikeway path definitions (Classes I-111) from the Bikeways Act appear to imply that all bike paths are to be paved, plus the following details:
- Class I 5'-8' bike path width separated from pedestrians and traffic
  - Class II 4'-5' bike lane between traffic and vehicles parked along the road.
  - Class III Bikes are only given space to share the road with vehicles, or if vacant, bikes may ride in the space where vehicles may also park along the road.

Generally, I believe there is significantly more compatibility between pedestrians and bicycles than is acknowledged within the plan, and somewhat less compatibility between bikes and cars. I also believe that it is worthwhile in some cases to distinguish between paved bike paths and paths that are clearly marked but unpaved and may be ridden by mountain bikes.

Thus, for clarity of discussion I will suggest four additional classes of unpaved bike trails:

Class A = 5'-8' width, clearly marked with a separate adjacent unpaved area for pedestrians and/or horses.

Class B = 4'-5' width, clearly marked and shared with pedestrians and/or horses, A biker cannot leave a Class B trail without being keenly aware of when they are going off-trail.

Class C = 4'-5' width, maintained, indicated on maps and with occasional trail markers, shared with pedestrians and/or horses.

Class D = 2'-5' width, unmarked, unmaintained, and created by use.

**RESPONSE:** The redefinition of bicycle trail classes is not within the scope of the plan update.

- (7b) Generally, the Bicycle Plan should advocate and include bicycle short cuts wherever possible, as such shortcuts provide a continuous incentive for choosing bicycle transport over cars.

Examples:

- A. There should be a safe, clearly marked bicycle shortcut connecting El Dorado and Washington Blvd through the High School 4' College of the Redwoods area that can be legally traveled in both the North and Southbound directions.
- B. There should be one additional Class 5 bike trail connecting Parkway and Elk Valley Roads north of the delightful proposed Hobbs Wall Trail.
- C. There should be a Class C trail maintained between the end of Sand Hill Road and Riverside Drive, to be developed by State Parks according to the Plan.
- D. While I do not believe that cars need to be able to drive between OIL, Mill and Arlington, if a bicycle connection could be made between the residential areas along Old Mill Road and the Arlington I Washington Park residential areas in the vicinity of Charm Lane , it would create a safer commuter bike routes for the students and staff of Mary Peacock, Pine Grove, the High School and College of the Redwoods.

**RESPONSE:** The plan addresses only primary bicycle routes. Cyclists are free to use other legal accesses.

- (7c.) While I find the concept of a bike trail along the bluffs of Point St George intriguing, I believe the design details for such use should be only approved within the context of the long-term planning for conservation and public enjoyment of this special place. While I believe that a Class A bike trail might be appropriate, I do not support the idea of creating a paved path along the bluffs. I also believe that without creating a Class A bike path, the entire bluff area is at risk of continuing as a network of Class D bike trails.

**RESPONSE:** A detailed plan for the Coastal Trail does not exist. Paving would be addressed by the implementing agency as an environmental issue. In concept, it is agreed that a parallel Class III bike path exists and a paved path along the bluffs may not be desirable.

- (7d.) I believe that designated Class III bike routes should include restricting parking to vehicles that are able to leave at least 13" for bikes to the right of the line demarcating the edge of the traffic lane. Large trucks, SUVs and many commercial vehicles parked along Northcrest Drive are so wide that they essentially force bicyclists to choose between traffic lanes and sidewalks. These large vehicles also block visibility for cars turning onto Northcrest. In virtually every case, off-road parking is available, but vehicles continue to park in the bike lanes. The section of road along Northcrest between Washington and Hoover is particularly dangerous.

**RESPONSE:** The jurisdictional agency is responsible for marking bikeways (signs and/or stenciling) and designating parking limitations, as well as for considering enforcement

capabilities. Clearly marked bikeways increase cyclists' convenience and safety, inform motorists of any parking restrictions, and allow law enforcement agencies to effectively enforce parking regulations. LTCO supports well marked bikeways and enforcement on current routes.

(7e.) The Hobbs Wall Trail looks exciting and wonderful.

**RESPONSE:** Comment noted; no response required.

(7f.) I totally support and am excited by the development of the Coast to Caves Trail as well as the Pacific Coast Bike Route.

**RESPONSE:** Comment noted; no response required.

(7g.) I find the traffic safety berms separating the bike and traffic lanes along Northcrest/Lake Earl Drive to be economical, aesthetically pleasing, and easy and safe to use for pedestrians and bikers. Wherever possible on roads with speed limits over 40 mph next to bike lanes, and along the entirety of the Pacific Coast Bike Route, I support the installation of similar safety berms. Specifically, I think such safety berms are appropriate wherever possible along Northcrest/Lake Earl Drive, Washington, Parkway, Elk Valley Road, and Fred Haight Drive. I think safety berms protecting bike lanes would also be desirable along most of Highways 199 and 197, if they would not significantly compromise road safety.

**RESPONSE:** Specific methods for separation would be addressed by the implementing agency.

(7h.) Even if my shortcut suggestion near the high school is not possible, there needs to be a designated north-south bike route somewhere south of Washington between Inyo and Harrold. As a second choice, I recommend California to Harding,

**RESPONSE:** LTCO recognizes the lack of such a designated north-south route as a problem and will conduct follow-up research.

Thank you for your good work on this important project. Thank you for reviewing and considering my comments.

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**(8) MICHAEL ZING**

September 19 and 30, 2002 Telephone Calls

(8a) Hobbs Wall trail is key to the development of success of regional trail network.

**RESPONSE:** Comment noted; no response required.

- (8b) The number one priority is more Class 1, multiuse trails that would accommodate bicycles, horses, and hikers.

**RESPONSE:** The TAC has noted that bicycles and equestrians have different trail needs. Potential conflicts will be researched and addressed for later presentation.

- (8c) Hobbs Wall north should be connected from the end of Railroad through to Wonderstump and then along Wonderstump and past the intersection of Highway 101 and Kings Valley road to South Bank road.

**RESPONSE:** The TAC discussed this concept. The Railroad Avenue portion may be feasible though costly. There are concerns about Wonderstump being a narrow and problematic bicycle route. An alternative route to Wonderstump exists along Lake Earl Drive.

- (8d) In General, he likes what he sees.

**RESPONSE:** Comment noted; no response required.

- (8e) Dr. Fine Bridge, just south of Highway 197, is a serious safety problem for bicyclists.

**RESPONSE:** Please see response to comment 5d.

- (8f) The Hobbs Wall Trail north section is important and should be high priority for development. The connection to the fairgrounds is especially important in that it would connect to a hub that serves many user groups and particularly horses.

**RESPONSE:** The connection of Hobbs Wall Trail with the fairgrounds would be accomplished via the proposed Hobbs Wall North trail.



## **APPENDIX D**

### **Background Research on Multi-Use Trails**

In response to public comments suggesting that the Crescent City and Del Norte County Bicycles Facilities plan update be expanded to include multi-use trails, Del Norte Local Transportation Commission researched examples of multi-use trails built in other areas. The purpose of the research was to gain an understanding of key issues that must be addressed when considering multi-use trails. This report addresses user groups, potential conflicts, resolution of conflicts, trail impacts, and suggested trail etiquette.

The information in this report comes from a variety of web research, e-mail exchanges, and phone conversations. We talked to a number of people from a number of agencies, including Jean Amaral, Program Manager of the California Rails to Trails Conservancy, Jim Miller, Recreation Program Manager for the USDA, Forest Service, Shannon Raborn, Associate Director of the Tahoe Rim Trail Association, and Terry Hanson, Manager of Community Projects for the City of Redding.

In talking with these people and reading various articles, we were able to see some similarities between various multiple use trails and projects. We found similarities in construction, user groups, etiquette, and use guidelines. Most successful multiple use trails rely on cooperation between user groups; various construction methods are used, but cooperation seems to be the most common factor of success. Below is a summary of our findings.

### **User Groups**

Usually, multi-use trails accommodate pedestrians, cyclists, and equestrians. Sometimes, multi-use trails are expanded to allow use by skaters, skateboarders, off-road motorized bikes, ATVs, skiers (regional), and/or snowmobiles (regional).

### **Potential Conflicts**

User-group conflicts include those between pedestrian/bicyclist or equestrian/mountain bicyclist. The main social/behavioral causes of user-group conflict are: reckless or unsafe behavior; incompatibility of user-group values; or user-group causing environmental damage.

### **Resolution of User Conflicts**

- Education of user-groups [trail signs indicating who can use the trail and who has right of way on the trail, reports on user group trail impact]
- Education by trail-managing agencies [Brochures explaining trail impact and design, user group impact, explanations of trail etiquette]
- Distribution of brochures, maps, and other trail-related information for dissemination to trail users
- Communication between trail-managing agencies and user-groups

- Involve user groups in the decision-making process
- Use volunteer patrols to regulate trail use
- Involve user-groups in trail maintenance

## **Potential Impacts Of Multi-Use Trails**

- Trail erosion
- Different trail grades and width for different user groups
- Increased use of trails

## **Solutions For Negative Impacts**

- Trail erosion
  - Seasonal closures
  - Appropriate trail design and maintenance [designing trails for most demanding user group, appropriate drainage, appropriate materials for area]
- Increased use of trails
  - Education of the trail user [trail signs indicating who can use the trail and who has right of way on the trail, reports on user group trail impact]

## **Suggested Etiquette**

- Right of way

Generally, equestrians have rights away, because it's easier for pedestrians or cyclists to step out of the way, especially in tight places.
- Equestrian etiquette
  - The universal signal for a kicking horse is a red ribbon in the tail.
  - Do not go by another rider at speed: it could cause their horse to bolt, buck, or rear.
  - Although equestrians have right of way, use common sense on when to waive that rule.
  - If a trail is posted as being off-limits for equestrians, do not use the trail.
- Pedestrian etiquette
  - When passing equestrians, try to maintain a six-foot buffer between yourself and the horse. It helps prevent spooking the horse, and prevents the horse from biting or kicking you.
  - Large backpacks can spook a horse. Be aware.
  - Yield to equestrians
- Cyclist etiquette
  - Do not pass equestrians at speed. If possible, walk your bike past the horse.
  - Always announce yourself well in advance, with a phrase like, "Passing on the left!"
  - When passing equestrians, try to maintain a six-foot buffer between yourself and the horse.
  - If a trail is posted as being off-limits to cyclists, do not use the trail.
  - Yield to pedestrians and equestrians

## Construction and Design of Multiple-Use Trails

The design and construction of multiple-use trails varies regionally and due to use consideration; a multiple use trail designed to accommodate wheelchairs will be different than a trail designed to accommodate ATVs. As well, a trail planned for an urban setting will be constructed differently than one designed for the backwoods. Location, including concerns like drainage, erosion, and user groups, will affect trail design.

Although many different designs are used on multiple-use trails, the most prevailing concept in design is founded upon cooperation among different user groups; without cooperation and courtesy, the physical trail design becomes less important.

Three examples of successful multiple-use trails are the Tahoe Rim Trail, the Sacramento River Trail, and the Westside Trail. All three trails are successful both in terms of physical design and user-group cooperation. Basic features of each trail are listed in Table C-1.

**Table C-1. Features of Tahoe Rim, Sacramento River, and West Side Multi-Use Trails**

<b>Trail</b>	<b>User Groups</b>	<b>Length (miles)</b>	<b>Width (feet)</b>	<b>Trail Surface</b>	<b>User Group Separation</b>
Tahoe Rim Trail, Lake Tahoe, NV	Equestrians, pedestrians, cyclists	165	2 to 3	Compacted dirt	Not divided
Sacramento River Trail, Redding, CA	Non-motorized traffic, and ADA access (e.g. electric wheelchairs)	10	12	Paved (built on old railroad tracks and roads)	Not divided
Westside Trail, Redding, CA	Equestrians, pedestrians, cyclists	5	4.5	Compacted dirt	Not divided

Map images of these three trails are available on the internet at the following sites:

- Sacramento River Trail: [http://www.ci.redding.ca.us/comsrv/parktrl/b\\_railtrl.htm](http://www.ci.redding.ca.us/comsrv/parktrl/b_railtrl.htm)
- Tahoe Rim Trail: [http://sherpaguides.com/california/mountains/maps/tahoe\\_rim\\_traillarge.gif](http://sherpaguides.com/california/mountains/maps/tahoe_rim_traillarge.gif)
- Westside Trail: [http://www.ci.redding.ca.us/comsrv/parktrl/b\\_rdgtrlmap.htm](http://www.ci.redding.ca.us/comsrv/parktrl/b_rdgtrlmap.htm)

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